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# HEARINGS

BEFORE THE

## COMMITTEE ON INTERSTATE AND FOREIGN COMMERCE

MARCH 30, APRIL 2-4, 1908

ON

## ADDITIONAL AIDS TO NAVIGATION IN THE LIGHT-HOUSE ESTABLISHMENT

bc

WASHINGTON  
GOVERNMENT PRINTING OFFICE  
1908



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## SPECIAL SUBCOMMITTEE ON LIGHT-HOUSE ESTABLISHMENT.

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H. R. 14396. A BILL AUTHORIZING THE LIGHT-HOUSE BOARD TO ESTABLISH POST LIGHTS ON THE UPPER DELAWARE RIVER BETWEEN BORDENTOWN, N. J., AND TRENTON, N. J.

COMMITTEE ON INTERSTATE AND FOREIGN COMMERCE,  
HOUSE OF REPRESENTATIVES,  
*Monday, March 30, 1908.*

The subcommittee met at 10 o'clock a. m., Hon. James R. Mann (chairman) in the chair.

**STATEMENT OF HON. IRA W. WOOD, A REPRESENTATIVE IN CONGRESS FROM THE STATE OF NEW JERSEY.**

Mr. WOOD. I appear in behalf of a bill I introduced, H. R. 14396, to establish post lights on the upper Delaware River between Bordentown, N. J., and Trenton, N. J. That is a distance of 6 miles. The head of steam navigation is Trenton. All the steamboats running from Philadelphia go up to Trenton, one of the lines making four trips a day during the summer. I have here a copy of a letter sent to this committee by the Secretary of Commerce and Labor. I also have here a letter from Captain Sebree on the same subject, stating that the lights have been recommended by the Light-House Board. The trouble has been that the appropriation law reads "from Philadelphia to Bordentown," and the Light-House Board has not felt justified in making appropriations for the river above Bordentown, and the suggestion is made that the sundry civil appropriation bill should be amended so as to read, "from Philadelphia to Trenton," instead of Bordentown.

Here is also a copy of a report made by the inspector of the fourth district in 1906. Since that time a channel has been cut through by the Government under an appropriation of \$50,000 from Farengo bar. That work was completed last December, but the lights are even more necessary than ever, because it is necessary to determine the line of that channel, inasmuch as the bar is submerged at tide water.

Mr. ESCH. What is the width of the channel?

Mr. WOOD. Two hundred feet. I will leave these letters and documents with the committee.

The CHAIRMAN. What is the distance, you say, from Bordentown to Trenton?

Mr. WOOD. Six miles, I think.

The CHAIRMAN. It will take only a few lights?

Mr. WOOD. They recommend three or four lights, I believe.

Mr. STEVENS. Have they not authority to put them in?

Mr. WOOD. They seem to think there is a question, because the appropriation law reads "from Philadelphia to Bordentown."

The CHAIRMAN. They have not the authority to put them in now, unless the appropriation act is changed, and of course that change would be subject to a point of order.

Mr. STEVENS. Really, all you want is to extend the limit?

Mr. WOOD. I want to extend the limit. I want to say that at the date of that report, 1906, there was a very circuitous channel, but, as I say, the channel has since been cut through, directly through the bar, but I presume the needs are just as great.

(The letter from Captain Sebree referred to is as follows:)

DEPARTMENT OF COMMERCE AND LABOR.

LIGHT-HOUSE BOARD.

Washington, December 17, 1906.

Hon. IRA W. WOOD, M. C.,

*House of Representatives, Washington, D. C.*

SIR: The Board has the honor to state, in reply to your letter of December 13, 1906, to Admiral Lamberton, the former chairman of the Light-House Board, in regard to establishing post lights on the upper Delaware above Bordentown to Trenton, that this matter has been considered by the Board.

Under the law appropriating money for lighting rivers, various rivers are mentioned, among these is "the Delaware River between Philadelphia, Pa., and Bordentown, N. J."

The Board contemplates establishing three or four post lights below Bordentown in the spring.

In order to establish post lights between Bordentown and Trenton it is suggested that in the act the words should be changed to "between Philadelphia, Pa., and Trenton, N. J." The Board could then, under the general appropriation, establish such lights as were deemed necessary and that the appropriation would permit.

It is thought that only four or five lights are needed now between Bordentown and Trenton, and, if authorized, they could probably be established at a cost of \$200 to \$300, and it would cost to maintain but about \$400 to \$500 a year for the whole of them.

Should the Congress appropriate the amount estimated for lighting rivers, these lights could be established as soon as authorized.

The Board thinks that to get that part of the Delaware River included under the general law it would be preferable to provide therefor in a separate bill.

Respectfully,

U. SEBREE.

*Captain, U. S. Navy, Naval Secretary.*

**H. R. 13270. A BILL TO CONSTRUCT A LIGHT-SHIP OFF POINT JUDITH, RHODE ISLAND.**

**H. R. 17518. A BILL FOR THE ESTABLISHMENT OF A GAS AND WHISTLING BUOY OFF POINT JUDITH, RHODE ISLAND.**

**STATEMENT OF HON. GEORGE P. WETMORE, A SENATOR FROM THE STATE OF RHODE ISLAND.**

Mr. MANN. Senator Wetmore, we have two bills here, one for a gas and whistling buoy off Point Judith and one for a light-ship off Point Judith. Do you wish to be heard on both of them?

Senator WETMORE. I am here, Mr. Chairman, on the invitation of your subcommittee, as suggested in your letter of March 27.

This matter was first brought to my attention in December, 1905, by Capt. J. W. Miller, the superintendent of the New England Navigation Company, who represents the Fall River, Providence,

Bridgeport, Norwich, New Haven, New Bedford, and New London steamboat lines, which used to be the Old Colony Line, one of the most important lines on the coast. Mr. Miller came in to see me on December 14, and I think he told me that a petition had been presented to the Light-House Board, asking that the Board recommend to Congress an appropriation for a light-ship to be stationed off Point Judith. I then made inquiries at the Department and found that the petition was acted upon adversely on the ground there were a good many aids to navigation there, and in view of the pressing claims of other localities. The result of this was nothing more was done that year.

This year I saw Captain Miller during the summer, and he was still very urgent about the establishment of the light-ship at Point Judith, so I introduced a bill, after my return to Washington, on the 28th of January, 1908, for a light-ship, Mr. Capron already having introduced one on the 11th of January. The bills are identical. My bill was referred to the Committee on Commerce, and the committee made the usual inquiry of the Department of Commerce and Labor, and in answer to that inquiry a letter was received addressed to the chairman of the committee, dated January 31, which is as follows:

DEPARTMENT OF COMMERCE AND LABOR,  
OFFICE OF THE SECRETARY,  
Washington, D. C., January 31, 1908.

DEAR SIR: Referring to the committee's letter dated January 29, 1908, inclosing a copy of S. 4556, "to construct and place a light-ship off Point Judith, Rhode Island," and asking that the committee be furnished with such suggestions as may be deemed proper touching the merits of the bill and the propriety of its passage, this Department has the honor to state as follows:

The Light-House Board, to which the matter was referred, states that Point Judith, Rhode Island, light station has a good light and a powerful fog signal, with deep water close to the shore; that during the past year an acetylene gas and whistling buoy, belonging to private parties, was installed for experimental purposes  $1\frac{1}{2}$  miles to the southward and eastward of Point Judith and met the needs of navigation, and that two fog signals so close together are undesirable.

The Light-House Board is of the opinion that the establishment of this light vessel is undesirable, and that the interests of navigation would be more perfectly met by the appropriation of not more than \$30,000 for the purpose of the establishment of a large combination acetylene gas and whistling buoy with reliefs off Point Judith, Rhode Island.

This Department, therefore, concurring in the opinion of the Light-House Board, recommends that this bill do not pass.

The Department states in this connection that a similar report on this subject was made by this Department on January 16, 1908, to the chairman of the Committee on Interstate and Foreign Commerce, House of Representatives.

Very truly, yours,

OSCAR S. STRAUS, *Secretary*.

THE CHAIRMAN OF THE COMMITTEE ON COMMERCE,  
*United States Senate.*

I communicated that answer to Mr. Miller, and in reply I received a letter from him dated February 5, 1908, as follows:

THE NEW ENGLAND NAVIGATION COMPANY,  
OFFICE OF THE VICE-PRESIDENT,  
New York, February 5, 1908.

HON. GEORGE PEABODY WETMORE,  
*United States Senate, Washington, D. C.*

SIR: I have yours of the 4th, inclosing a communication, dated January 31, to you from the Secretary of the Department of Commerce and Labor. In my opinion, and that of the masters of all the Sound Line steamers, the only

proper manner in which to afford due protection to the large number of vessels passing Point Judith is to place a light-ship from half a mile to a mile to the southward of the present buoy referred to in the Secretary's letter. If a light-ship were there, steamers could then run for it in thick weather with safety. The distance from Little Gull to Point Judith is 33½ statute miles, and the course is parallel to a dangerous and low coast, with a sea often heavy and setting from the southward and eastward. Captains in thick weather have to be very careful that they do not swerve to the northward and get on the point. They could, until lately, depend upon hearing the whistling buoy off the point, and in this connection I would especially draw your attention to the trip of our steamer *Massachusetts* during the terrific gale and snowstorm of January 23 and 24. The captain ran from Little Gull toward the buoy, and on not making it had to turn back and wait for daylight. After running to the westward he again returned toward the buoy and went ashore, the wind blowing almost a hurricane and snowing very hard. In his testimony he states that if there had been a light-ship, with a good whistle off Point Judith a little farther offshore he could have run for it. I attribute the grounding of our new steamer *Massachusetts* entirely to the fact that there was only an ordinary whistling buoy off Point Judith, and, as shown by the testimony in the case, it was not whistling on account of being frozen up. I consider that nowhere on the coast is a first-class light-ship needed more than off Point Judith.

On the other hand, a large combination acetylene gas and whistling buoy was until quite lately on the station. It was a vast improvement on the buoy there now and former ones, and if, under the proposed legislation, a similar or better one can be continually on the station, this company is willing to accept the wise decision of the Government for its trial. Such a buoy when in order, both as far as its light and whistle are concerned, should, I think, answer all purposes if it were placed a little farther offshore. The difficulty of any automatic instrument is that there is no way to correct any shortcomings of its action in bad weather, as there would be on board a light-ship.

Finally, the acetylene buoy received high praise from our captains and pilots and we have no objection to trying it, as we appreciate the fact that a light-ship will cost over \$100,000, besides its maintenance.

Respectfully,

J. W. MILLER, *Vice-President.*

The result of this communication from the Department was that Mr. Capron introduced another bill (H. R. 17518) for the establishment of an acetylene gas and whistling buoy off Point Judith, Rhode Island. I would suggest that this bill be substituted for the light-ship bill, with this modification: After the word "a" in line 5, instead of reading "a gas and whistling buoy," it should be "a combination acetylene gas and whistling buoy with reliefs." I will say in explanation of that, that after getting Mr. Mann's letter of March 27, knowing there had been this acetylene buoy placed off Point Judith, I communicated with the Department Saturday afternoon and got the following information:

The Light-House Board put in place at Point Judith about March 15, 1908, a second size acetylene gas and whistling buoy, which is the property of the United States. It takes the place of the buoy of the same type located there last summer by the manufacturers for experimental purposes. The Light-House Board did not have sufficient funds to purchase another buoy to be held in reserve, for use while the one now in place should be removed to be filled or to be repaired. Under the present arrangement the turning point at Point Judith will be unprotected while the present buoy is being recharged or repaired. The Government owns another buoy of the same type, which is at the Gedney channel, New York. If Congress should appropriate the \$30,000 asked for, two acetylene gas and whistling buoys of the largest size and most approved type could be purchased, one to be held in reserve, as indicated above.

I understand these acetylene gas buoys have to be recharged every six months, and unless there is a relief, while the regular buoy is being recharged, Point Judith will be absolutely unprotected. I understand these acetylene gas whistling buoys cost \$15,000 each.

Therefore, for the \$30,000 asked in the bill you could get two—one for regular service and one to be held in reserve for emergencies. Do you agree with me, Mr. Capron?

Mr. CAPRON. Entirely.

Senator WETMORE. Instead of the \$100,000 light-ship, we ask that Mr. Capron's bill with these amendments suggested be substituted.

The CHAIRMAN. If you got an acetylene buoy there, you would be satisfied as far as this place is concerned. All you want is one there at a time?

Mr. CAPRON. Yes, sir; but if I may say right there—

The CHAIRMAN. It is wholly out of the question to supply two acetylene buoys for each station in the United States.

Mr. CAPRON. Just there may I say, Mr. Chairman, that this coast, perhaps, almost more than any other in the United States, is, along through the summer time, beset with fogs, very dense fogs. I have spent eight hours running time creeping down that dangerous coast in the summer time in a steamer because the fogs were so dense. Then, that buoy has to be taken to New York to be recharged. While it is gone it is the worst menace to navigation that could be. There ought to be a relief buoy there; it would last for all time, almost. A relief buoy there, on a coast where there have been more wrecks than at any other single point in the United States, seems to me is of absolute necessity, because of the very great danger of putting a buoy there and having the navigators depend upon it, and then to have it taken away for five or six or eight or ten days to repair or recharge it, which must be done every six months.

The CHAIRMAN. Do you not think it would be very expensive to keep one buoy idle during the year except for six or eight or ten days?

Mr. CAPRON. No, sir; I think it would be very great economy.

The CHAIRMAN. It is wholly unnecessary to buy two buoys for one place in order to furnish relief.

Mr. CAPRON. That buoy might very properly be applied to another place where there was a buoy, to Gedney channel, and alternate between the two at the discretion of the Light-House Board, I quite understand; but as we can not ask for anything for Gedney channel, I will simply ask for a complete equipment here at the smallest cost.

The CHAIRMAN. What is in operation there?

Mr. CAPRON. Along within six weeks the Government has placed there one of these second-class buoys, a whistling buoy, an acetylene gas plant.

The CHAIRMAN. The kind that you want?

Mr. CAPRON. The kind that we want, except that it is not of the most powerful kind. If they were going to get another, I should think that they ought to get the most powerful, because it is a place where a very great light is needed. The Department says it must be taken away once in so often to be recharged.

The CHAIRMAN. That is the case with almost all the acetylene buoys, and there are many of them.

Mr. CAPRON. But very largely they have relief buoys.

The CHAIRMAN. There are no duplicates.

Mr. ESCH. Do they not charge them in position?

Mr. CAPRON. No, sir; they have to be taken away to be recharged.

The CHAIRMAN. That is the great trouble with them.

Senator WETMORE. If you are not disposed to give the light ship, here you have the substitute, the \$30,000 of relief, which would apparently do the business.

The CHAIRMAN. We are very much obliged to you, indeed.

Senator WETMORE. I am very glad to have come here, gentlemen.

Mr. CAPRON. I am under great obligations to the committee for the courtesy you have shown me. I hope, however, Mr. Chairman, that you will not feel that on a coast of the United States where there have been tremendous wrecks, where a vessel has been ashore within a short time, that for a few thousand dollars, which would answer to allow a buoy to be taken away a week or ten days to be recharged or repaired at a comparatively small expense, or a perpetual thing like a relief buoy could be supplied, you will hesitate to authorize an appropriation so that when they take one away they could leave another one there.

The CHAIRMAN. We understand, of course, the necessity of keeping a light there. When you establish an aid you have to keep something there.

**H. R. 15118. A BILL TO AUTHORIZE THE ESTABLISHMENT OF A LIGHT STATION ON DUCK ISLAND, ISLES OF SHOALS, STATE OF MAINE.**

**STATEMENT OF HON. CYRUS A. SULLOWAY, A REPRESENTATIVE IN CONGRESS FROM THE STATE OF NEW HAMPSHIRE.**

The CHAIRMAN. You have, Mr. Allen, House bill 15118, for a light station on Duck Island, Isles of Shoals, State of Maine, and there is a similar bill in the Senate (S. 4226), introduced by Senator Gallinger. Is that the one you desire to be heard on?

Mr. ALLEN. That is the one I introduced. I introduced it at the request of a gentleman from Portsmouth, N. H., interested in navigation, and it is one of the Isles of Shoals, off Portsmouth, but I am not acquainted with them at all. So I have asked Mr. Sulloway, who is more interested and who has been there and knows the dangers, and so on, to come and make a statement.

Mr. SULLOWAY. I will only take a moment of your time. These islands are what are known as the "Shoals." They are in the pathway, so to speak, of commerce from Boston to Portsmouth and Portland and farther east. I have been somewhat familiar with them and the rest of those islands. This island known as "Duck Island" is nothing but a ledge. I think there is no earth upon it. I think you could not grow a mullen stalk or a weed on it, if I am not misinformed, and if others who have been there are not misinformed. It is in an extreme northeasterly direction from the main islands, and the one which extends out like a wart on a finger, if I may use that expression, nearest to the route that will be traveled by crafts going from Boston east. Of course, the danger on our coast is the northeast storms, the snowstorms, when it is difficult to see, and with a strong tide and a terrible wind. I would think, without being a sailor or knowing anything about navigation, that that was a dangerous point, because it is low, the rocks are down near the water, and there may be some boulders sticking up a little. I would not say, in my judgment, because I do not know enough about those things, but

I would think that it was a proper and a suitable thing to have something there to mark that location.

Mr. STEVENS. How far is it from the Isle of Shoals light?

Mr. SULLOWAY. The light, as I remember it, is on Star Island; I could not tell anything about the measurements.

Mr. STEVENS. It is only a few miles away?

Mr. SULLOWAY. It can not be many miles, no; but in a driving snowstorm such as we have there a mile or half a mile obscures a light, when the storm comes down from the north, and sailors have to put on their oilcloth jackets and caps, and you can not see 10 rods ahead.

The CHAIRMAN. The light is not much good?

Mr. SULLOWAY. It is good for that particular point, but not a half a mile away. The gentleman asked how far it was away.

The CHAIRMAN. You have got lights now on the Isle of Shoals, and also Boon Island.

Mr. SULLOWAY. The lights on Star Island and the Isle of Shoals and Boon Island are far apart. Boon Island must be 12 miles, at least, from the Isle of Shoals, I should think. I am not attempting to describe this coast to you gentlemen with accuracy, but I have been on all of these coasts and know them all and fished all around them. They have no connection. Boon Island is an island out 12 miles from York, 10 miles they call it, and I will say about the same from the shoals, and then 3 miles away, if I am correct in the points of the compass, is what is called Boon Island, a rock on which crafts have been often wrecked. It is a rock which is never visible, and over which the tide runs. If there is anything I could suggest that any of you have any inquiries about, I would be very glad to do so.

Mr. STEVENS. From the report of this Light-House Board the scope of vision of the Isle of Shoals light runs up to Boon Island.

Mr. SULLOWAY. Undoubtedly, in a clear night. I can see it from Hampton; I can see it from Greenland; I can see it from Portsmouth, from Newburyport in a clear night, but when a storm comes, or when there is a fog, or when the snow drifts so that you can not see 100 feet, scarcely, that is the time you want a light.

The CHAIRMAN. The usual rule is to establish one light within such a distance that you can pick up the new light from the time you lose the old light. It is not possible to provide lights enough to have one every 100 feet.

Mr. SULLOWAY. This is not every 100 feet. These are some way apart; it is a dangerous point and a tremendous coastwise commerce passes there.

Mr. STEVENS. What wrecks have there been there?

Mr. SULLOWAY. On this particular point?

Mr. STEVENS. Yes.

Mr. SULLOWAY. I have heard tell of some people who have been wrecked there, but I can not undertake to name any. I am not coming here with a story that I can back up of my own knowledge.

Mr. MANN. Who is it, particularly, who has been urging this?

Mr. SULLOWAY. So far as I know, simply the people who are in the coastwise trade; and I went there last summer with General Kimball and a board—two other gentlemen—to locate a life-saving station on one of those islands, and from them I gleaned more of the necessities of those things, because I regard what they said as reliable



information. Among the places that were suggested was Duck Island, and it turned out in the conversation between General Kimball and one of the other members of the board that there was no communication from Duck Island to Smedloe. That is where the Indians formerly lived, and then John Smith came up there with some other people, and it finally became one of the towns in the State of New Hampshire known as Newcastle. It used to be that when we had an election it used to be said by the parties, "As Newcastle goes so goes the State;" but there is a vast coastwise commerce.

Mr. MANN. Do you understand that the Light-House Board says that this is not necessary at this time, and that Senator Gallinger has abandoned the Senate bill?

Mr. SULLOWAY. I do not know anything about it. Mr. Allen told me there was such a bill here and he asked me to come up and state to you gentlemen a little bit of information, whatever knowledge I have from being on those islands.

Mr. STEVENS. Has any association of vessel owners or maritime association asked for this?

Mr. SULLOWAY. They have certainly said to me on that particular occasion which I spoke of to you, when I was there, that it was the dangerous point of these islands; this Star Island, where the light-house is, is nearest to Boston, but this was the extreme dangerous point, as crafts were driven in a northeastern storm on to this, which was outside. My impression is that with a terrible tide and the strong wind that island is practically submerged, though not entirely, because I remember their narrating to me of having saved people at the station near Portsmouth.

Mr. MANN. There are two bills here, a House bill and a Senate bill, both identical. I have a letter here from Senator Gallinger relating to the Senate bill, in which he says that as an adverse report has been made on the bill he has abandoned it.

Mr. SULLOWAY. I certainly would not wish to overrule the Senator when he was my way, but I know that this is a dangerous point, and it would seem to me that it is due to the commerce there that something of the kind should be done.

Mr. MANN. We will be very glad to consider it favorably if we can.

**H. R. 19407. A BILL TO ESTABLISH A LIGHT AND FOG-SIGNAL STATION ON OR NEAR CLARK LEDGE, ENTRANCE TO ST. CROIX RIVER, MAINE.**

**STATEMENT OF MR. F. C. MERRITT.**

Mr. MANN. We have now House bill 19407, introduced by Mr. Powers.

Mr. MERRITT. We have nothing more to offer to the committee than what is in the annual report.

Mr. MANN. Well, you need not quote that, because we have that before the committee.

Mr. MERRITT. That is the basis of the whole bill. We have nothing in the bill except that and what little correspondence there has been, which I have not with me.

Mr. MANN. We will consider everything that the Light-House Board has, because that will be laid before us, and we will also give anyone an opportunity to present whatever information he has.

Mr. STEVENS. Do you know how much commerce there is there?

Mr. MERRITT. No, sir; I do not.

Mr. STEVENS. Who asked for this, any merchants' association?

Mr. MERRITT. No, sir; not that I know of.

**H. R. 13450. A BILL TO ESTABLISH A LIGHT AND FOG-SIGNAL STATION IN NEW YORK BAY AT THE ENTRANCE TO THE DREDGED CHANNEL AT GREENVILLE, N. J.**

**STATEMENT OF HON. EUGENE W. LEAKE, A REPRESENTATIVE IN CONGRESS FROM THE STATE OF NEW JERSEY.**

Mr. MANN. Mr. Leake, we have a bill before us introduced by you, H. R. 13450, to establish a light and fog-signal in New York Bay at the entrance to the dredged channel at Greenville, N. J.

Mr. LEAKE. Mr. Chairman, I think this bill was before this committee at the last session of Congress. My district includes the western side of the New York Bay, and is in the form of a peninsula, with Bayonne at one end and Greenville and Jersey City at the other, fronting on New York Bay. For a number of years that country, the shore land, was not used for navigation at all, owing to the existence of a ledge of hardpan running from the shore 2 or 3 miles. Within the last three years the Pennsylvania Railroad Company has expended \$5,000,000 in one part of my district, known as Greenville, in the construction of a freight terminal. That terminal I believe is to handle, and is now handling, all the freight that is shipped over the Pennsylvania Railroad. A similar terminal has been placed in the district by the Lehigh Valley Railroad Company. At that terminal at the present time there are about 150 tows loaded and unloaded each day.

About 25 or 30 per cent of those tows are owned by the Pennsylvania Railroad Company, and they consist of freight which the Pennsylvania Railroad is under contract to take from the terminal there to other points across the bay. About 75 per cent, however, of those tows consist of tows in charge of the lighterage company, steamship companies, or other railroad companies like the New York, New Haven and Hartford and the Long Island, which are receiving freight at this terminal and bringing freight to it. There is a channel, I think, 6,000 feet long and 800 feet wide, running from the end of this enormous improvement of the Pennsylvania Railroad Company. That channel was built by the railroad company at its own expense, and at the end of the channel at the present time there is a small gaslight buoy of some kind which the Light-House Board placed there as a protection to those towing freight.

Mr. MANN. Did the Light-House Board place it there or did the Pennsylvania Railroad place it there?

Mr. LEAKE. The Light-House Board.

Mr. MANN. Are you sure about that?

Mr. LEAKE. I am informed about that, and I am also informed that within the last two years that buoy has been rendered useless on three occasions, and that the Light-House Board has announced to

the representative of the Pennsylvania Railroad Company there that it will not continue making repairs to that buoy in the future, that it was supposed to be a temporary buoy. The Light-House Board, as I understand it, has recommended the passage of this bill for the establishment of a light there. The Secretary of Commerce and Labor, Mr. Metcalf, has approved the bill. It has also been approved by the Mallory Line of steamships and the Cuban Mail Steamship Line, and a number of lighterage associations, and the Pilots' Association in New York, which are continually making use of that channel. I have no knowledge whatever about the kind of a light which is necessary to protect the shipping interests that are using that channel for supplying and delivering freight at that Pennsylvania terminal, but it is necessary that there be a light there, and that there be some kind of a fog signal there. I introduced this bill merely because it is a copy of the bill which was introduced by Mr. Van Winkle, my predecessor, at the last session of Congress. But I do not pretend to say that that is the kind of a light, because I know nothing about it. There was an investigation made by the Light-House Board, and I am told that the bill provides for the kind of a light which they recommended.

I understand that last year there was an impression that this light was for the exclusive benefit of the Pennsylvania Railroad Company. I do not regard that as so at all, any more than a railroad, when it establishes a station upon a hill—it seems to me it is the duty of a town or a city to put a street up to that station if it wants to give the public the benefit of the use of that station, and this road has expended about \$5,000,000 and established a freight terminal there, which will be of immense value to my district by developing a section of the country there which is now still in farm land, although it is within 2 miles of the Statue of Liberty in New York Bay. There will be a community grow up around this terminal because of the employees, the brakemen, and the engineers coming there on their trains.

Mr. MANN. Is there any business at all in this channel except business in connection with the Pennsylvania Railroad terminal?

Mr. LEAKE. Absolutely no; but there is no difference between that, in my judgment, and in saying that a city ought not to build a street to a railroad station, because that business there is for the benefit of that railroad. As a matter of fact, it is of great benefit, not only to the railroad company, but it is of great benefit to every shipper who ships goods, from the New York, New Haven and Hartford Railroad Company, for that company is getting the benefit of that terminal, and there is the great problem of handling freight across the Hudson River from my district, which is the terminal of all these great trunk line railroads, like the Lehigh Valley, and the Erie, and the Delaware, Lackawanna and Western, and the New Jersey Central, and the Pennsylvania Railroad Company; that is one of the biggest problems that the railroad men have for consideration.

Mr. MANN. No doubt it would be convenient and economical for the Pennsylvania Railroad Company if the United States Government would maintain lights in the Pennsylvania terminal yards, but you would not expect the Government to do that?

Mr. LEAKE. No; but I would expect the Government, if the Pennsylvania Company has, by an expenditure of a very considerable

amount of money, established a terminal there and invited, for example, the Mallory Line, the Atlas Steamship Company, and the Bush terminal people, and the Long Island Railroad, and the New York, New Haven and Hartford Railroad Company, by reason of the fact of there being a terminal there and by reason of its being a place where freight is received, to protect a channel which the railroad has built at its own expense, in order to prevent the men who come there to use that part of the public bay of New York from incurring the dangers of the shoals which are on either side of that channel.

Mr. MANN. The Pennsylvania Railroad Company having built a channel at its own expense for its own benefit, not for the public benefit, do you not think the Pennsylvania Railroad Company ought to keep it lighted?

Mr. LEAKE. That sort of argument might apply against the expenditure of any money by the United States Government along the rivers there in the State of New Jersey.

Mr. MANN. I think that same argument applies whenever it can be applied to the increasing aids to navigation.

Mr. LEAKE. It seems to me you do not separate the public interest from the private interest. The Pennsylvania Railroad Company expended that \$5,000,000 undoubtedly there for no other purpose than a selfish purpose of helping along their own business.

Mr. ADAMSON. I suppose practically all of the business across the Hudson River and across the bay is done by some private company.

Mr. LEAKE. Undoubtedly; and by some private line. The Mallory Line, the Southern Pacific Line, bringing goods from the South, has the right to pick out a railroad company to ship the goods to Chicago, for example. The existence of a terminal at Greenville, in my district, is merely the kind of an invitation which is extended to the shipper of goods that the existence of a pier on the Hudson River in my district extends to the company, and it seems to me that the Southern Pacific Railroad Company and the steamship line, when it wishes to take a number of loads a day through this channel, ought to be protected. You might say that every boat except a pleasure boat that comes through that Ambrose channel in New York Harbor is for the benefit of the Cunard Line.

Mr. MANN. You can make no distinction between that case, where there is an open, public channel for the benefit of commerce generally, and a channel for the special benefit of a particular corporation?

Mr. LEAKE. I can see, certainly, the difference between those, and I can distinguish in this particular case the difference between the use of that channel by the boats of the Pennsylvania Railroad Company and the use of that tunnel by the Bush Terminal Company boats, the large number of lighterage boats that are engaged under contract to deliver goods to the Pennsylvania Railroad Company, and the large number of boats of the New York, New Haven and Hartford Railroad Company coming down there to deliver goods for southern shipment, and that the Government, while it may not be interested in anything that the Pennsylvania Railroad Company may do there, nor am I, yet it seems to me that when they have established this terminal there and built that channel at their own expense

and invited the people to come there, that the Government, if it does not care to protect them, at least ought to protect these other large interests that are using that channel for their own convenience and for the convenience of their shippers.

Mr. ADAMSON. Then other vessels besides those of the Pennsylvania Railroad Company do go through there?

Mr. LEAKE. I said that 150 tows a day came in there, a thousand cars—

Mr. MANN. We want to get the facts. We have had this up and published a good deal of information on it. Can you give us any information relative to last year as to the commerce?

Mr. LEAKE. A thousand cars per day.

Mr. MANN. That is an estimate, purely.

Mr. LEAKE. So is anything an estimate.

Mr. MANN. No; there are facts in connection with it.

Mr. LEAKE. That is the statement of facts made to me. I do not know what you want here, whether you want the books of the company. I suppose they will bring them if you want them, or I will furnish to the committee, if it wishes it, under oath, a statement from the transportation department having charge of the transportation at that terminal, showing the number of cars which are handled there, which, I am informed, last year amounted to about 1,000 cars per day, and that the towing and lighterage represented about 150 tows per day, made up of from one to six car flats to each tow; that of those 150 tows only 25 per cent of them were tows belonging to the Pennsylvania Railroad Company, and 75 per cent were tows using that channel belonging to the other interests, the New York, New Haven and Hartford, the Long Island, the Mallory Line, the Munson Line, and all those lines which take goods from southern ports, land them in New York, and wish to operate or use the channel getting their freight to some railroad company.

Mr. STEVENS. What is the record of wrecks there?

Mr. LEAKE. There are no records of wrecks there, because the channel has only been built about two years, I think, but the channel is 800 feet wide, and the entire surrounding water, as extended, only varies from a depth of 1 to 6 or 7 feet at low tide. It is a large shelf of hardpan that runs from the dangerous shore out into New York Bay, a distance of from 1 to 3 miles. But there was, according to my information—I know nothing about it from my own personal knowledge—one of the Staten Island ferryboats running from the city of New York to Staten Island and now operated by the city of New York itself, got aground there at a point where the road had anchored some sort of an old steam vessel which they had a light placed on in an effort to point the channel. I may say, incidentally, that the light there which we ask for will not only be an advantage to the shipping interests which are using that channel, but will be an advantage to other interests that are using New York Bay without respect to New York channel, for just north of the end of this channel, where this light is asked to be placed, is what is called "Oyster Island," and that is a dangerous point to navigation in New York Bay, and this light would be on a direct range with that.

Mr. MANN. This is the third or fourth time this committee has had hearings on this bill. We have given several days to the subject here-

tofore at different times, and I think we are all pretty familiar with the map and with the location, but I would suggest that if you have any information with reference to the commerce of the last year there it would be very valuable to us; we have had the information before that time printed.

Mr. LEAKE. Yes; I read those hearings, and it was very plain to me from the questions asked by the committee and from the statements made by the persons in favor of the bill that it was a case in which the Pennsylvania Railroad Company had built a channel, and that the committee regarded it as if the road had built a piece of roadway and the Member was asking the committee to put red lights along that roadway for the purpose of the Pennsylvania Railroad Company, when, as a matter of fact, in my judgment, that is not the attitude to take, because the road has built a terminal there and they use it about 25 or 30 per cent, and three-quarters of the other people come there because there is a terminal there.

Mr. ADAMSON. It seems to me the point you need to show us something about is the reason the aid to navigation is needed—that is, that a considerable part of the public wishes to connect with the Pennsylvania Railroad Company at that terminal.

Mr. LEAKE. I can show that by the fact that within the space of three years there are 150 tows per day being handled through that channel.

Mr. ADAMSON. Is that the business of the Pennsylvania Railroad in transit across the water to be delivered or received somewhere else, or is it other people taking it and delivering it to and from the Pennsylvania Railroad?

Mr. LEAKE. I tried to show those proportions; about one-fourth of it is actually handled by the Pennsylvania Railroad Company and three-fourths of it consists of freight which is shipped in either one of two manners, either from different shippers to the Pennsylvania terminal in Greenville from the southern ports, or shipped through the other way.

Mr. ADAMSON. Is it received and delivered right there, that other three-fourths?

Mr. LEAKE. That other three-fourths of it is either received and delivered to lighters there or it is made up of freight which, for example, the Mallory Line or the New York and Texas Steamship Company and those lines take from their vessels and deliver there for shipment through the West or through the North.

Mr. ADAMSON. Is that the beginning and the ending of the Pennsylvania Railroad Company's connection with the business at that point?

Mr. LEAKE. I do not know anything about that part of it, except that three-fourths of the vessels that are using that place are owned and controlled and operated by concerns having under contract light-erage business to do for shippers along the water front, by the New York, New Haven and Hartford Railroad Company, and the Long Island Railroad Company, and these various steamship companies.

Mr. MANN. The cars themselves are carried over on the tows?

Mr. LEAKE. Yes, sir.

Mr. MANN. Exchanged from the Pennsylvania Railroad to the New York, New Haven and Hartford Railroad; is that not the main business?

Mr. LEAKE. I do not know in what proportions cars are carried or the freight is carried. In some instances the cars are taken from the terminal and by floats taken up to the Mallory Line, or some southern line, and the freight is taken from there and dumped into these cars.

Mr. ADAMSON. Those other connections would be considered a part of the public?

Mr. LEAKE. That is what I suppose, and that is the reason I presented the argument in that way.

Mr. ADAMSON. We want to know whether 75 per cent of the public goes to that terminal to transact business.

Mr. LEAKE. That is my information.

Mr. ESCH. You think you can furnish this data, do you not?

Mr. LEAKE. I certainly intend to furnish whatever data I can get on the subject, and especially touching that point, that there is three-fourths of the public interested in there at the present time. I would like to state that at the last hearing held in the Fifty-ninth Congress, I think there was inserted in the record there a letter of recommendation by Mr. Metcalf, the approval by the Light-House Board, and the recommendation that this light-house be established by several pilot associations, by some national board of steamship owners in New York, and by these separate, independent lines, like the New York and Texas Steamboat Company and Mallory Lines.

Mr. MANN. If you desire to furnish anything additional on that subject, we will be glad to receive it.

**H. R. 17215. A BILL FOR THE ERECTION OF A DWELLING FOR THE KEEPER OF THE CAPE VINCENT, NEW YORK, LIGHT-HOUSE.**

**STATEMENT OF HON. CHARLES L. KNAPP, A REPRESENTATIVE IN CONGRESS FROM THE STATE OF NEW YORK.**

Mr. MANN. You are aware, I suppose, Mr. Knapp, that the Light-House Board now has authority to erect that dwelling if it desires to?

Mr. KNAPP. Without action of Congress?

Mr. MANN. Without further action. We authorized before the erection of 30 light-house keepers' dwellings and appropriated last year \$75,000 for the purpose and probably will appropriate \$50,000 or \$75,000 this year, leaving to them the distribution of the locations.

Mr. KNAPP. I understood that that was the case recently, but when this bill was introduced I was not aware of the fact, but I assumed that the \$75,000 was appropriated for specific purposes.

Mr. MANN. No.

Mr. KNAPP. Then there will not be any occasion for my detaining you on that.

Mr. MANN. They have the authority, except that they have to discriminate as to cost.

Mr. KNAPP. I was under the impression that that appropriation covered specific cases, but since the bill was introduced I discovered

that they did have authority and I just wanted to ask the committee if I was correct.

Mr. MANN. They will have to select, you know, which ones they think are the most important.

Mr. KNAPP. This bill was once introduced, as you will recall, and reported favorably, but it did not pass the House.

**H. R. 17143. A BILL AUTHORIZING THE SECRETARY OF COMMERCE AND LABOR AND THE LIGHT-HOUSE BOARD TO PURCHASE AND TO ESTABLISH LIGHTED BUOYS AT THE ENTRANCE OF THE CHESAPEAKE BAY.**

**STATEMENT OF HON. JOHN GILL, JR., A REPRESENTATIVE IN CONGRESS FROM THE STATE OF MARYLAND.**

Mr. GILL. I desire to take up H. R. 17143, a bill for the purpose of putting a lighted buoy at the entrance of Cape Henry, and also to mark the channel to the northward of the middle ground near the entrance to the Chesapeake Bay. I want to say that Mr. Maynard, who represents the Fourth district, is thoroughly in accord with me, and I believe Mr. Jones, who represents the other district, is also. I would like to introduce to the committee to explain this matter to them Mr. Robert Ramsay, a representative of the Board of Trade of Baltimore.

**STATEMENT OF MR. ROBERT RAMSAY, REPRESENTING THE BOARD OF TRADE OF BALTIMORE.**

Mr. RAMSAY. Mr. Chairman, I represent the chamber of commerce, as well as the board of trade, and all the foreign steamship companies of the port of Baltimore. We had for some time a buoy outside of Cape Henry, bearing a little southeast; it was just on the edge of the shoals, and it was of very great assistance to the steamers, foreign steamers especially, in making Cape Henry, and especially in hazy weather. That buoy, I understand, has been removed for some reason or other, and we desire to appeal to the committee to assist us in getting it replaced and also giving us a buoy inside of the Chesapeake Bay, in the upper end of what is known as the "middle ground." The tonnage going out and in Cape Henry, to and from Baltimore, last year amounted to about 2,100 foreign vessels, and in addition to this there is the trade out of Norfolk and Newport News, to which this buoy would also be of great assistance and benefit. One of the steamship lines which I personally represent had one of its steamers recently strike the ground outside of Cape Henry owing to the absence of this buoy, after its removal. We would have liked, in the first place, to have had a light-ship placed there, but as a matter of economy, after consulting a great many of the representatives of the foreign steamships and other people who were conversant with matters of that kind, we are willing to have this buoy which we had there before. We had a buoy which was not only lighted, but had a whistle and also had a bell attachment.

Mr. STEVENS. When was that buoy taken away?

Mr. RAMSAY. It was within some months.



Mr. STEVENS. Do you understand that it is permanently removed?

Mr. RAMSAY. Yes, sir.

Mr. STEVENS. Why? Do you know?

Mr. RAMSAY. It was put there, I believe, on test by the Government, and the man who owned it wanted a larger sum than the Light-House Department felt they wanted to expend at the time. That is the only reason.

Mr. MANN. Where are these buoys that you desire? Where are they to be placed?

Mr. RAMSAY. One outside of Cape Henry, to the southeast of Cape Henry, outside there. There are a great many shoals and they are getting worse every year, and with the heavy draft ships which we have coming out and in Chesapeake Bay some light is necessary after sundown to assist the navigating officers of the ships to find the Henry light.

Mr. MANN. You have a new deep channel down there, have you not?

Mr. RAMSAY. That is in the bay; yes, sir.

Mr. MANN. Has there just been completed a 35-foot channel?

Mr. RAMSAY. No; it has not been completed. That channel runs only 35 miles from Baltimore.

Mr. MANN. I have a report from the Light-House Board on your bill and they do not agree at all. Mr. Gill. What Mr. Ramsay says and what you say and what the Light-House Board say as to the location of it do not agree; I want to find out what is proposed.

Mr. RAMSAY. This outside of the Capes, sir; this is 170 miles from Baltimore.

Mr. STEVENS. This is the experimental buoy that was located outside of the Capes?

Mr. RAMSAY. Precisely.

Mr. STEVENS. Will you tell us just exactly what that was? Why it was placed there and why it was taken away?

Mr. RAMSAY. It was placed there as an experiment, and as a buoy it was eminently successful. The Light-House Board spoke of it very highly, and it was simply on account of the excessive sum which the man wanted for his patent. They also had one placed in New York Harbor that the Government declined to pay him the price for, and he took it away.

Mr. ADAMSON. Do you think it was worth that money if the Board had approved it?

Mr. RAMSAY. That is the point.

Mr. MANN. This one was outside?

Mr. RAMSAY. Outside; and one on the inner side, where we have had, and the Hamburg Line has had, ships ashore frequently.

Mr. MANN. There is no 35-foot channel?

Mr. RAMSAY. No; that channel will not be there.

Mr. MANN. This is what the Light-House Board says:

You see, there is no such channel there.

Mr. RAMSAY. That channel is being dug; that is only a mile or a mile and a half.

Mr. MANN. I asked you if there was such a channel there and you said no.

Mr. RAMSAY. No, sir, there is no channel there; we have just had a channel there [indicating].

Mr. MANN. Then plainly the Light-House Board is not informed.

Mr. RAMSAY. I do not say that, sir.

Mr. MANN. I do not ask you to say it; I said it.

Mr. RAMSAY. They are informed as far as this goes, that the appropriation has been made for that channel and the work will be begun this spring—the Baltimore channel itself—that will be completed probably this fall.

Mr. MANN. You have named two buoys that you want, one outside of Cape Henry, off Cape Henry, and one up to the northward of the middle ground.

Mr. RAMSAY. These are all mentioned by the Light-House Board.

Mr. MANN. These buoys can be established, depending upon the kind, from five to fifteen thousand dollars. Why do you need the most expensive buoys there?

Mr. RAMSAY. We need that kind of a buoy, sir, with a light and a fog signal or whistle.

Mr. MANN. They do not so report. Tell us what kind of a buoy you do need.

Mr. RAMSAY. We need the kind of a buoy we had there before, because that was of the greatest service to our ships.

Mr. MANN. You do not need to have a patented buoy there; they do not have them anywhere else.

Mr. RAMSAY. We need something to protect the ships approaching Cape Henry.

Mr. ADAMSON. All you need is a light and the noise?

Mr. RAMSAY. We need the light and the noise. As I understand it, this \$30,000 would cover the whole expense of the two buoys, not only the cost of the two buoys, but the cost of a spare buoy, which is required by the Light-House department in case of accident to the other two buoys. We gave the idea of the light-ship up, because we thought it was too expensive.

Mr. MANN. You are not asking, then, for a light-ship for Cape Henry?

Mr. RAMSAY. We are not; no, sir; we will take this in place of the light-ship.

Mr. MANN. That is, the one buoy?

Mr. RAMSAY. The one buoy would be inside of the middle ground.

Mr. MANN. But the two have no connection, have they?

Mr. RAMSAY. The one is a lead inside, coming into Chesapeake Bay, and the other is a lead going out.

Mr. MANN. If we establish a light-ship on the outside, that would not do away with the necessity of a buoy inside?

Mr. RAMSAY. No, sir.

Mr. MANN. They have no connection; one is not dependent on the other in any way?

Mr. RAMSAY. Not at all; the shipping is dependent upon the two buoys.

Mr. MANN. If we should establish a buoy on the outside this year, do you not think that would be doing pretty well, as long as the

inside one is to be used in the end in connection with the completed 35-foot channel, which has not yet been begun?

Mr. RAMSAY. If the committee recommends that we should only have one buoy, we will accept it with our best thanks, but we will hope you will give us another one next year; however, we would like to have two buoys.

Mr. MANN. The Board reports that the new buoy on the inside is in connection with the new completed 35-foot channel, and you say they have not commenced the work on it yet.

Mr. RAMSAY. They will not begin until this spring, but it will not take them very long.

Mr. ADAMSON. You think you can use it in connection with the present conditions?

Mr. RAMSAY. Oh, yes; we have had our ships there ashore frequently.

Mr. GILL. You were asked just now to state the reason why you wanted this patented light. Is it or not a fact that that light uses acetylene gas, and that that light is very much stronger than any other light that you could obtain?

Mr. RAMSAY. That is an absolute fact; yes.

Mr. MANN. We have a great many acetylene buoys; they are not confined to that region down there.

Mr. RAMSAY. And this also had a bell attachment, which is an excellent thing in time of fog.

Mr. MANN. Whistling buoy, was it not?

Mr. RAMSAY. No; this is a bell underneath the water. When vessels are approaching Cape Henry they can send an officer down into the forepeak of the ship, and if they have a similar apparatus aboard the ship they can hear that bell 6 or 7 or 8 miles.

Mr. STEVENS. But if they do not have that apparatus they can not. If the ship has not that apparatus they can not hear it.

Mr. RAMSAY. They can not hear it so far off.

Mr. MANN. They can not hear it at all.

Mr. RAMSAY. Yes, they can, but not as far away.

Mr. MANN. A submarine bell attachment is of no value unless practically all the stations are equipped with it and all the vessels are equipped with it.

Mr. RAMSAY. Yes; to use it any great distance.

Mr. ESCH. Where was it inside of Chesapeake Bay that the cruiser grounded here this last year?

Mr. RAMSAY. You ask Mr. Sanner and he can give you the exact location.

Mr. ESCH. I was wondering whether this buoy that you want on the inside would have been of any aid to that cruiser?

Mr. RAMSAY. Kindly ask Mr. Sanner that question.

Mr. MANN. What is the necessity for the range lights in Chesapeake Bay?

Mr. RAMSAY. I am not a practical pilot, or anything of that kind, but being in the steamship business I say that the necessity is that a man gets a leading light, he has one in front and one behind, and he gets those in line and knows just exactly where to go.

Mr. MANN. What is the necessity for range lights on Chesapeake Bay? That is what I want to know.

Mr. RAMSAY. I have told you what I think, Mr. Chairman.

Mr. MANN. You have not told us anything about it.

Mr. STEVENS. Chesapeake Bay is well lighted, is it not?

Mr. RAMSAY. Yes; the upper end, except where the shoals are.

Mr. MANN. You have pretty good lights going up to Baltimore now?

Mr. RAMSAY. Yes; very good.

Mr. MANN. And if we would provide this outer buoy light at Cape Henry, you would be pretty well fixed in running boats up to Baltimore?

Mr. RAMSAY. If you give us the upper light, yes.

Mr. MANN. We can not give you that until the channel is deepened, because nobody will know where it should be placed until the channel is deepened.

Mr. RAMSAY. No, sir.

Mr. GILL. They have asked about a matter that is contained in another bill I have here. The bill provides for a light between Fort Carroll and Fort McHenry. Is there any range light in that part of the channel?

Mr. RAMSAY. That range light has been rendered useless by the construction of a shore building.

Mr. GILL. Is there any range light?

Mr. RAMSAY. There is none at the present time.

Mr. GILL. Is or not the only light there the light for Lazaretto Point?

Mr. RAMSAY. That is the only light.

Mr. GILL. Is or is it not a fact that that light is obscured from a large part of the Patapsco River by buildings which have been constructed outside of that light?

Mr. RAMSAY. That is a fact; yes, sir.

Mr. MANN. But still you say you are pretty well fixed with lights getting up from Cape Henry.

Mr. RAMSAY. I had forgotten that point.

#### STATEMENT OF MR. W. D. SANNEK.

Mr. SANNEK. Mr. Chairman, this buoy which Mr. Ramsay said was taken away was about 8 miles south of Cape Henry. I come in contact with, I should say, every captain who goes in and out of Baltimore, and since it has been taken away they have noticed considerable difficulty about the coming in. I should say there have been about 2,080 vessels go in and out, foreign, beside the American vessels. I guess they can see that buoy 8 miles.

Mr. MANN. How long has that buoy been there?

Mr. SANNEK. I can tell you all about it, when it was taken away, exactly. We like the acetylene buoy, because a whistling buoy would not be of as great service at a great distance. The buoy was discarded on January 7, 1908.

Mr. MANN. You are reading from the official report?

Mr. SANNEK. From the Light-House people, sir.

Mr. MANN. We have that; I wanted to get your information.

Mr. SANNEK. I wanted to get it correct when I came here.

Mr. MANN. How far offshore was this buoy?

Mr. SANNER. Eight miles.

Mr. MANN. In how deep water?

Mr. SANNER. About 7 or 8 fathoms. We have a 5-fathom shoal about 2 miles, I should judge, northeast of it, and we have large ships drawing from 21 to 32 feet; we had one drawing 31 feet 7 inches, and this is a great guide to them.

Mr. MANN. What other lights are now there?

Mr. SANNER. There is the Cape Henry light, and there is a light-ship off Smiths Island. That is the closest, Cape Henry.

Mr. STEVENS. Is not the buoy you want within the range of vision of the Cape Henry light?

Mr. SANNER. Yes, sir; when you can see it.

Mr. MANN. This buoy which you want there would be used by vessels coming from the north, or vessels coming out of your territory going toward the north?

Mr. SANNER. They can come both ways. As these captains tell me, they take the buoy, and when they come close to it they can put it in the stern and steer straight up to Tail of the Horseshoe light.

Mr. MANN. What vessels would make use of this buoy, vessels bound northward or vessels bound southward?

Mr. SANNER. Vessels bound southward would get every benefit, but the vessels coming down south would get a bearing on it and then would turn in. The vessels going northward would be benefited more.

Mr. MANN. You speak of vessels going up to Baltimore, but I want to know which vessels would make use of this, vessels northbound after they come out of the entrance, or southbound.

Mr. SANNER. Bound for Baltimore; it all depends upon the draft, you know. As I mentioned, we have large vessels, and they have got to know where this point is to get clear of this spot.

Mr. ADAMSON. He means coming in or going out.

Mr. MANN. No vessel is going out to 7 fathoms of water?

Mr. SANNER. Yes, sir; these vessels of 31 feet. There is the middle ground, which is 2 miles northeast of where this buoy is. Mr. Ramsay will verify that one of his ships hit the bottom about two months ago, and some of our big Hamburg boats will strike on there.

Mr. MANN. When vessels come out of the channel where do they turn to go north?

Mr. SANNER. That is what I am trying to tell you; vessels of 25 feet can haul up a little closely, but vessels drawing 31 feet have to go beyond this buoy and go out across the middle. It all depends on the vessel's draft. If a vessel draws 25 feet, she can draw out of Cape Henry, avoiding this gas buoy.

Mr. ADAMSON. A light-draft boat can cut off the corner and turn in?

Mr. SANNER. Yes, sir.

Mr. GILL. Look at the plat and explain.

(Mr. Sanner explained to the committee on the plat the routes taken by vessels.)

Mr. MANN. We have a light-house on the north of Cape Charles?

Mr. SANNER. Yes, sir.

Mr. MANN. And vessels come out and pick up the light-house?

Mr. SANNER. We do not go that way.

Mr. MANN. Is that light-house, then, valueless?

Mr. SANNER. No; I do not say any of them are valueless.

Mr. MANN. If you do not go that way they must be valueless.

Mr. ADAMSON. I suppose one object of that light-house is to warn you where it is and to keep away?

Mr. SANNER. I said that vessels of 28 or 31 feet have to go down there. I did not say they all go down by this buoy where it is placed, and go by this tail of the mill and haul up over east.

Mr. ADAMSON. But the smaller ones turn and go up by Cape Charles?

Mr. SANNER. Yes, sir.

Mr. ADAMSON. And the light-house is useful to the smaller ones?

Mr. SANNER. Yes, sir.

Mr. ADAMSON. And they constitute a majority, do they not?

Mr. SANNER. A good deal.

Mr. MANN. What about this other buoy on the inside?

Mr. SANNER. I may read to you a petition that was gotten up for the new gas buoy, signed by every steamboat captain and tugboat captain:

Commander EDWARD LLOYD, U. S. Navy,  
*Inspector, Fifth Light-House District, Baltimore, Md.*

SIR: We, the undersigned, respectfully request that one of the automatic acetylene gas buoys now stationed on shoal between the Ripraps (Fort Wool) and Sewells Point, Elizabeth River, Virginia, for exposition purposes, be transferred to, and stationed on the head of Middle Ground Shoal, Chesapeake Bay, in place of the gas buoy now stationed at that point, and also would request that another buoy of the same type be stationed on Tangier Lump, Chesapeake Bay. Our observaion of these particular buoys is that they are the best aids to navigation of that type of buoys.

That has been signed by every steamboat captain and tugboat man that I know of. It is very essential, in my judgment; it is a shoal about less than one-half of a mile northeast, less than 4 fathoms, and then there is another shoal possibly less than 5 fathoms about a mile, I should judge, north of west from that point. We have to be very careful at that point.

Mr. ESCH. Is that where the cruiser got aground?

Mr. SANNER. No, sir; I think the cruiser was aground at York Spit; ran through there.

Mr. MANN. If we should allow a buoy on the outside, off Cape Henry, this year, do you not think that would be very well for the additional aids to navigation for Chesapeake Bay this year?

Mr. SANNER. We would have to try it, but this buoy, as I mentioned, is spoken of to me by the captains as not very good; it goes out. The merchant liners all told me to do all I could for them. I am here explaining to you gentlemen that we would like to have it.

Mr. STEVENS. Are any wrecks or disasters caused by its going out?

Mr. SANNER. They go through, as I mentioned. There is a 4-fathom patch northeast of it, only half a mile; there is a 5-fathom patch northwest. It guides us between what we call the "tail of the horseshoe" and the middle on the other.

Mr. MANN. What kind of a light have they there now?

Mr. SANNER. We have a gas buoy.

Mr. MANN. What you mean is that you want a more powerful light, is that it?

Mr. SANNER. Yes, sir.

Mr. MANN. But the channel is not very wide, is it?

Mr. SANNER. Not very wide; no, sir.

Mr. MANN. Why do you need such a powerful light, then?

Mr. GILL. What is the width of the bay?

Mr. SANNER. I guess it is about 5 or 6 miles, but the channel for a big ship is not over  $2\frac{1}{2}$  to 3 miles.

Mr. MANN. Are there any range lights there?

Mr. SANNER. Lights, but no ranges.

Mr. MANN. You have post lights?

Mr. SANNER. We have lights on the land; yes, sir.

Mr. MANN. You do not have any trouble in picking up lights as the vessel comes up, do you?

Mr. SANNER. If it is clear we do not. If it is thick we pick up this buoy by tracking the shoe along, and by picking it up we get a departure and we know then how to go. There is nothing to guide us, you see, except a buoy. Then we can take our departure and start for some other object. In speaking about that channel, that is farther down than what this buoy is, and it will be finished, I should judge, in the fall.

Mr. ADAMSON. Do you need this inside buoy before you get that channel?

Mr. SANNER. Yes, sir; we need it most any time, because it is in the interest of the commerce of Baltimore.

Mr. GILL. Is that channel not away up above Cape Henry?

Mr. SANNER. Are you speaking of this new channel?

Mr. GILL. Yes.

Mr. SANNER. That is not finished.

Mr. GILL. Where is it?

Mr. SANNER. It about crosses the middle; it is about 4 miles, about a south by west course.

Mr. GILL. How far is it from Cape Henry?

Mr. SANNER. Roughly, starting at the mouth of it there, we will say, about  $12\frac{1}{2}$  miles from Cape Henry. Then it goes out from there and takes a north-northeast course, and goes through the middle up toward Plantation light-house.

Mr. GILL. Will this buoy be an aid to reach that channel?

Mr. SANNER. They will take care of that, I understand, when it is finished.

Mr. GILL. Will it be an aid to reach that channel?

Mr. SANNER. No, sir; because you have to make a provision for connections; it is too far north-northwest of that.

Mr. GILL. Captain, are you aware of the condition of the channel which is just being constructed between Fort McHenry and Fort Carroll, in the Patapsco River?

Mr. SANNER. I think I can state conscientiously that all these captains are asking for that to assist them in getting the range lights from Fort McHenry. They have no ranges there at all. We have ranges for the other from the channels, but there we have none. It is just a guide light, possibly; we take a chance. In ice time, when the buoys are gone, we have to take a chance on that.

Mr. MANN. Which would you consider more important at this time if you could have only one, to have the new buoy off Cape Henry or these range lights?

Mr. SANNER. Would you put in there the one on the head of the middle also, please?

Mr. MANN. No.

Mr. SANNER. I think if you would give us both of them we could wait another year or two for the range lights—if you would oblige us by giving us the one off the head of the middle.

Mr. GILL. Mr. Chairman, you asked a question just now which I will answer, so far as I am concerned. From the information I have, it is more important at the present moment that the entrance to Cape Henry be provided for. That covers not only the shipping to Baltimore and to Norfolk, but all other parts of Virginia, and that would include Washington; also, of course, the Potomac River. The other is a very important light, but we can wait and give the committee an opportunity to see that it is and have an ocular demonstration.

Mr. MANN. We have had the proposition for a light off Cape Henry before us every year for a number of years. The Light-House Board has never been enthusiastic about it.

Mr. GILL. Mr. Maynard has introduced a bill for a light-ship very near the point where we are asking for this lighted buoy. The cost of the light-ship is something about \$125,000, I suppose, and its maintenance would certainly be \$12,000 or \$15,000 a year. We think the lighted buoy will answer the purpose for some time to come, and the cost would be only \$30,000.

Mr. MANN. Fifteen thousand, you mean, and probably not that.

Mr. GILL. The two lights, I am informed by the Department, would cost about \$30,000, with a reserve light in case of accident. You have to have some provision made in case one of those is extinguished to put something in its place while it is being repaired, which will cost not more than \$1,500 or \$2,000 a year, if that much.

**H. R. 6207. A BILL TO PROVIDE A BEACON LIGHT IN LOWER BROAD CREEK, PAMLICO COUNTY, N. C.**

**STATEMENT OF HON. CHARLES B. THOMAS, A REPRESENTATIVE IN CONGRESS FROM THE STATE OF NORTH CAROLINA.**

Mr. MANN. You have two bills here, H. R. 6206 and 6207.

Mr. THOMAS. H. R. 6206 is eliminated, however; I am glad to say that the Light-House Board have agreed to put this in for me.

Mr. MANN. That has been taken care of?

Mr. THOMAS. Yes; and I am making my modest request to you simply for one light.

Mr. MANN. The Light-House Board probably will take that up with us to see whether we approve of it. If we approve of one, do you not think that is sufficient?

Mr. THOMAS. I thought, Mr. Chairman, I was relieving you on that point.

Mr. ESCH. Where do you want the other one?

Mr. THOMAS. I want the other one, Mr. Esch, in lower Broad Creek, as provided in this bill 6207.



Mr. MANN. You are very modest, anyhow; in one bill you ask for \$2,500, and that the Light-House Board has taken care of. In the other one you have asked for \$500; do you not think they will take care of that?

Mr. THOMAS. It is not known to us just exactly the amount, in framing these bills, and we make a guess. I simply put the amount in.

Mr. MANN. All you want is a fixed white post lantern light. I suppose they could put that in for \$75 probably.

Mr. THOMAS. Well, sir, I do not think they can. I only know of the importance of it, and the request comes to me from the most reliable source, from Robert I. Weaver, who has been a great many years the representative in the State legislature from that county. He is my warm, personal friend. He saw me in person at the last term of court and asked me to do everything in my power to get this light. I appealed to the Light-House Board and they have recommended in the strongest terms here the establishment of this light.

Mr. MANN. But they do not give any reasons for it; give us some reasons.

Mr. THOMAS. Certainly. I filed my reasons, with quite full data, before the Light-House Board. I should have them here this morning, but I can state the substance of what they contain.

This Lower Broad Creek enters Neuse River, which is the largest river in North Carolina except the Cape Fear. The Neuse River flows into Pamlico Sound, which is one of the largest sounds on the Atlantic coast. This light at Lower Broad Creek, which runs into Neuse River, is absolutely essential in order to light the way of the navigator into the interior of Pamlico County. My friend, Mr. Weaver, lives at Pamlico, which is quite a little town. Down through Pamlico Sound and then on down through Neuse River and then on through Lower Broad Creek the products of all that section of country are carried to the interior. The products consist of cotton, all kinds of merchandise of every description, and the tonnage is considerable. I am sorry I have not the data, but the Light-House Board thought it was sufficient to approve it. There are a number of ships of various kinds, large and small tonnage. Of course the depth of the water is only 8 or 10 feet, but the boats that navigate that Lower Broad Creek, coming in through Neuse River, are numerous; they are of all kinds and descriptions, from the cornercracker down to the shop-built boat. It is not only most important to me personally, but it is an absolute necessity for the people of that whole section of country. It is a small amount, and I am extremely anxious that it should go into the bill.

Mr. MANN. Why do they need to run boats up there at night?

Mr. THOMAS. This is not a small creek; this is a broad creek, as its name indicates, running into this magnificent river. I live right on the river there, and the river there is 2 miles wide and they navigate at all times—in the morning, noon, and at all times.

Mr. MANN. As a matter of fact, do they not navigate it entirely in the daytime?

Mr. THOMAS. No, sir; they do not.

Mr. MANN. What do they do for lights now if they navigate at night?

Mr. THOMAS. The commerce has increased; there has been a time when they could get along, possibly, by navigating in the daytime, but the commerce has increased as the country has grown. Of course they may not come into that creek at the dead of night, 12 or 1 o'clock, or 3 or 4 o'clock in the early morning, but they certainly do come in after dark and it is absolutely impossible to get in there; they find that it is absolutely necessary to have something to light their way.

Mr. ADAMSON. Are you not afraid of immortality by limiting the expenditure to \$500?

Mr. THOMAS. Well, it is only a small amount, yet it is worth many thousands to me personally and to those people.

**H. R. 18755. A BILL AUTHORIZING A LIGHT STATION AT SABINE PASS, TEX.**

**STATEMENT OF SAM B. COOPER, A REPRESENTATIVE IN CONGRESS FROM THE STATE OF TEXAS.**

Mr. MANN. We have the report of the Board on your bill.

Mr. COOPER. Like the balance of these people whom you have courteously heard, I want more light. You have the report of the Board there, which I have not seen, but which I understand is a favorable report. I have a letter from the Secretary of the Navy, in which he states that the item of \$40,000 was included by the Board in its annual report of estimates. I suppose you have the report of estimates here, so I need not make any further explanation about that.

Mr. MANN. They want \$50,000 instead of \$40,000 now.

Mr. COOPER. Forty thousand dollars, I think.

Mr. MANN. They say \$50,000 here.

Mr. STEVENS. Where do they want that, Mr. Cooper?

Mr. MANN. At the entrance to Sabine Pass.

Mr. COOPER. Now, Mr. Chairman, if you will get in your mind the situation there, the physical condition, that the Neches and Sabine rivers empty into a canal owned by the Government which passes by Port Arthur, into a Government canal that was donated to the Government last year by a corporation that owned it, thence into the Sabine Pass, and thence into the Gulf of Mexico. All the commerce passes through these various Government channels. They are building jetties at Sabine Pass. The ship channel between the jetties, commonly called the "Jetty channel," is now about 23½ feet deep at mean low tide, and this depth has a width of about 80 feet, so you have a canal there 80 feet wide where it is proposed to erect this light-house and fog signal. That is the depth. I suppose you want to know something about the quantity and kind of commerce shipped through there, which would indicate the necessity for this appropriation. Port Arthur is the port of entry of the newly created district of Sabine. Port Arthur ranks tenth in the tonnage owned in the ports of the United States. It owns 61 vessels, with a tonnage of 61,205 tons. All these ships do the coast-wise and the foreign trade, and have to pass through these jetties where I have asked for the lights. In 1903 from Port Arthur alone there were shipped \$5,334,752 in value of commerce, increasing annually until 1907, when they shipped from that port 407 vessels, carrying 617,729 tons, of the value of \$12,850,101.

Mr. MANN. When you speak of tons, what do you mean—weight of the freight or tonnage of the vessels?

Mr. COOPER. I mean weight of freight carried out.

Mr. MANN. The actual tonnage?

Mr. COOPER. Yes.

Mr. MANN. Do you know what the registered tonnage of the vessels entering there was?

Mr. COOPER. I believe I have it here. I have not gathered the information that I should have gathered for you; in fact, I have written a letter since I was notified that you would hear me, written to the Department here, for the information you have just asked for.

Mr. MANN. Of course the last annual report of the Chief of Engineers will give that.

Mr. COOPER. That is what I have asked for. I have this, prepared by the Chamber of Commerce of Beaumont, contemplated for use in another matter, but it is very appropriate here. The secretary states that the actual tonnage originating in the Sabine-Neches basin in 1907, and shipped out, was, agriculture, 1,367,040 tons, and on through the list until there is a total of 11,168,199 tons. This would load 5,584 vessels of 2,000 tons burden.

Mr. MANN. That originates in the basin and does not go out to sea.

Mr. COOPER. Originates in the basin and goes to sea—that is, lumber and oil and sulphur and cattle and horses and other products.

Mr. MANN. How many tons did you say that made of actual freight?

Mr. COOPER. Eleven million one hundred and sixty-eight thousand one hundred and ninety-nine.

Mr. MANN. But you gave the figures a moment ago of the tons of freight that went out.

Mr. COOPER. I guess you are referring to the freight shipped from Port Arthur. From Sabine Pass, Port Arthur, Beaumont, and Port Orange all the freight is shipped through this canal. There are eight railroads coming into Beaumont. Four of those railroads are trans-continental—the Southern Pacific, the Santa Fe, the Santa Fe double, you might say. One runs to Houston and then to Dallas; one to St. Louis; the Kansas City Southern, running from Kansas City to Beaumont; the Texas and New Orleans, running from Beaumont to Dallas. Then there are four smaller roads running out from Beaumont.

Mr. MANN. Which is the Gates place there?

Mr. COOPER. Port Arthur.

Mr. MANN. And which is the Koontz place?

Mr. COOPER. Sabine—the town of Sabine.

Mr. MANN. They are both interested?

Mr. COOPER. Oh, yes; deeply interested.

Mr. ESCH. Is that where the pipe lines terminate?

Mr. COOPER. Yes, sir; one at Sabine Pass and two at Port Arthur; all passing by Beaumont; and sometimes the boats loaded at Beaumont are carried to the deep water and loaded by lighters and carried out.

Mr. MANN. As I understand, you have jetties extending out into the deep water of the Gulf?

Mr. COOPER. Yes, sir.

Mr. MANN. And that runs out about 4 miles?

Mr. COOPER. Yes, sir; approximately.

Mr. MANN. You now have a beacon light out there?

Mr. COOPER. Yes, sir.

Mr. MANN. That is where you want to put the light station?

Mr. COOPER. Yes, sir.

Mr. MANN. To replace that?

Mr. COOPER. Yes, sir; that is what I think. Personally I do not know anything about it, but I judge so, from letters I have received.

Mr. ESCH. You now have a light and fog signal and a lighted buoy.

Mr. STEVENS. It is the lighted buoy that would be replaced.

Mr. MANN. The lighted buoy or beacon light out at the end of the jetty.

Mr. COOPER. I am informed that the vessels have to lie at the jetties there during the nighttime or in a fog. It interferes with commerce and navigation.

Mr. ESCH. How far is Sabine Pass from the mouth of the jetty?

Mr. COOPER. My recollection is about 4 miles.

Mr. MANN. Your commerce has grown very rapidly?

Mr. COOPER. Oh, very rapidly; extraordinarily. Another statement I make is to appeal to your generosity here.

Mr. MANN. Do not appeal to our generosity.

Mr. COOPER. I do it, anyway. We gave the Government one million and a half dollars.

Mr. MANN. You forced it on us.

Mr. COOPER. You did not give us the quid pro quo.

Mr. MANN. I had a great notion to object to accepting it, but they begged me not to.

**H. R. 7591. A BILL FOR THE ESTABLISHMENT OF A LIGHT-HOUSE AND FOG SIGNAL AT THE NORTHERLY END OF THE PIER AT INDIANA HARBOR, SOUTHERLY END OF LAKE MICHIGAN, INDIANA.**

**STATEMENT OF HON. EDGAR D. CRUMPACKER, A REPRESENTATIVE IN CONGRESS FROM THE STATE OF INDIANA.**

Mr. CRUMPACKER. Mr. Chairman, I do not think we have any record of anything in Indiana Harbor anywhere.

Mr. MANN. We have a record of it.

Mr. CRUMPACKER. The Light-house Board has probably made some inquiries out there.

Mr. MANN. The Government does not maintain any light there; it is a private light.

Mr. CRUMPACKER. It does not maintain any light and does not maintain anything. We have no custom officer; we have nothing except what we put there ourselves. Indiana Harbor has a population of, I suppose, 17,000 people, and it has quite a large traffic. There is an area of 1,200 acres which is immediately tributary to Indiana Harbor; there are 27 industries, mostly iron industries, in which there are invested \$15,000,000, and they employ 16,000 men.

Mr. STEVENS. What do they ship in and out?

Mr. CRUMPACKER. What kind of freight?

Mr. MANN. Mostly iron ore.

Mr. CRUMPACKER. The industries are chiefly iron industries, and they expect, of course, to get their iron ore in the harbor; they have only one furnace in operation now. The Inland Steel Company has one of the largest institutions; it is a large furnace. Its capacity is 400 tons a day.

Mr. MANN. Is the Minnis cement factory at Indiana Harbor?

Mr. CRUMPACKER. Yes, sir; it is in Indiana Harbor practically; it is just about a mile from the harbor.

Mr. MANN. The Board reports that the harbor in question is a private harbor, that the geographical location of Indiana is not such as to require the establishment there of a coast light, but that the only lights that need be established are pier lights or beacons to enable the owners or keepers to utilize them.

Mr. CRUMPACKER. It is private in the sense that it is built with private money; it is used by everybody. Indiana Harbor, in the first place, was a land deal. A company bought a lot of land there and established 27 factories, and \$40,000,000 was invested in industries. The Inland Steel Company, with a capital of \$5,000,000, is most directly interested in the harbor, but it has no real interest in it. The harbor was built by the East Chicago Improvement Company for the benefit of the industries and the citizens of the town or the community that the company established.

Mr. MANN. Was this town laid out by any interest of a railroad?

Mr. CRUMPACKER. No.

Mr. MANN. Or any interest of a particular manufacturing industry?

Mr. CRUMPACKER. No; it was laid out by a lot of men who bought the land for the purpose of bringing factories there and making their money out of the sale of the land. They have built a harbor about a mile and a half back from the lake. The Baltimore and Ohio and the Pennsylvania and the Lake Shore railroads are putting in steel bridges now, and it has had a strenuous growth, and it is a most prosperous community, and the company has tendered the harbor to the Government. We have a proposition in now asking the Government to take control of it, but the Government does not see fit to do it.

Mr. ESCH. Why should the Government object to the improvement and maintenance of this protection to navigation if it is a great center of industry?

Mr. CRUMPACKER. The Government does not object; all the Government does is to fold its hands. We have to get some consent of the Government to go ahead.

Mr. ESCH. In the act of January 1, 1907, they are permitted to put up lights under the regulations prescribed by the Light-House Board; that does not hurt the Government very much.

Mr. CRUMPACKER. It does not hurt them, and we think the Government ought to build a light-house for us, and we have before the Light-House Board the proposition for the Government to take over this harbor. The people out there are anxious to have a light and a customs officer. They now have to send clear to Chicago. In addition to this business they already have, next year in all likelihood there will be 1,000,000 tons of iron ore brought into the harbor by water. They shipped into that harbor all of the ties to build the Indiana Harbor Railroad.

Mr. ESCH. Is Gary in your district, too?

Mr. CRUMPACKER. Yes.

Mr. ESCH. That is to be a great center of manufacture; they will have to have a harbor there, will they not?

Mr. CRUMPACKER. They have difficulty building it themselves. That is owned by the Indiana Steel Company, and they propose to control it and they had a survey with a view of determining the feasibility of constructing a breakwater, and the Government simply said they would not invest a penny there because it is a private institution. They did not offer to take it over. The Indiana Improvement Company built this harbor for the benefit of the community it was establishing and has had a tender for a year or more to the General Government to control that harbor.

Mr. MANN. Is it not a fact that the Government has never considered that part of Lake Michigan which borders on Indiana of great commercial importance, and are unable to keep up the Government officials there commensurate with the rapidity in growth there in the last few years?

Mr. CRUMPACKER. That is true, and another thing, practically all this enterprise originates in Chicago and Pittsburg and New York. The people out in Indiana are not much interested; they have comparatively a small investment, you know. We have the Chicago capital and the Pittsburg and New York capital to take care of, and we have been hoping that through the influence of those large interests we might get a little consideration out there, we might have the attention of the Government directed to the importance of the matter. As a matter of fact, we are building up these great industries and we propose to go on and do that, and we will do the best we can, whether we get Government aid or not. I think we can develop that country without Government aid, but we think there are some conveniences which the Government ought to provide and assist us in, and this is one of them.

Mr. MANN. Do you know what the people of Indiana Harbor think as to what kind of light station is needed?

Mr. CRUMPACKER. They do not know anything about what kind they need; they want light stations and fog signals, everything. They have a Boosters' Club out there and seven or eight commercial clubs, and they have banquets about every two weeks, and they want everything, as a matter of fact.

Mr. MANN. I suggest to you that you turn loose the Boosters' Club upon the light-house inspector's office.

Mr. CRUMPACKER. Where is that, in Chicago?

Mr. MANN. It is in Chicago, but they get down that way. They would be glad to go down and investigate it any time.

Mr. CRUMPACKER. The citizens there want recognition, that is all; they think the Government ought to recognize that as a public improvement.

Mr. ADAMSON. They do not know just exactly what they want, but they want it mighty bad.

Mr. CRUMPACKER. Yes; they want anything that is going, but the Simplex people want lights for their boats.

**H. R. 17508, H. R. 7598, H. R. 17828, AND S. 5594. BILLS PROVIDING FOR THE ESTABLISHMENT OF LIGHT-HOUSE AND FOG-SIGNAL STATION AT THE EASTERLY END OF MICHIGAN ISLAND, APOSTLE GROUP, WESTERLY END OF LAKE SUPERIOR, WISCONSIN.**

**STATEMENT OF HON. ELMER A. MORSE, A REPRESENTATIVE IN CONGRESS FROM THE STATE OF WISCONSIN.**

Mr. MORSE. Mr. Chairman, I have a proposition that is so easy it will take only a few minutes to explain it.

Mr. MANN. Is Michigan Island the same as Gull Island?

Mr. MORSE. No; it is not. Michigan Island is a large island; Gull Island is a little bit of a sandy island just east of Michigan Island. The reasons given for this is that on a large island it is much easier to keep a light-house keeper; it has been very hard to keep a keeper on this island, which is only about a quarter of an acre.

Mr. MANN. They can keep a keeper on an island if they can keep one in the middle of the water.

Mr. MORSE. This little Gull Island has no tender.

Mr. MANN. Why do they not abandon that light?

Mr. MORSE. As far as the Lake Carriers' Association is concerned they do not care whether it is abandoned or not.

Mr. MANN. I will ask the Board to abandon it this spring whether we allow the other one or not, and see whether they care.

Mr. MORSE. You can establish this here and discharge the keeper down there.

Mr. MANN. If he is not needed, we can discharge him anyhow.

Mr. MORSE. I can show you better with this map here. Here is the route that the large vessels take, up around Kowena Point, instead of going through this ship channel, which is too small for the large vessels. Northern Wisconsin, like northern Indiana, is growing very rapidly, and larger vessels are being built to carry this ore, and therefore they come up around this point. The reason they go so far to get around this island is on account of storms. In storms, especially from the north or northeast, they go farther north around this point, get pretty nearly up to this island before turning down.

This light-house which is now maintained is on the southwesterly end of Michigan Island. That, as you see, is a large island, and it is heavily wooded and the vessels coming from the northeast are unable to see the light until they get around the island. The old course of vessels was formerly much farther south, and the light-house was then of some value, of great value, and it is still of some value to the vessels of light draft, but of no value to the vessels of heavy draft.

Mr. STEVENS. What commerce is there now?

Mr. MORSE. It is largely the ore-carrying trade and the lumber trade and some coal trade.

Mr. STEVENS. The lumber trade is practically over, is it not?

Mr. MORSE. Not yet; oh, no; there is a great deal shipped there.

Mr. MANN. When these people were before us on a prior occasion, the principal reason they gave for establishing a light on Gull Island was that the vessels coming and going out of Duluth in the case of bad weather desired to run down in the lee of the group of Apostle Islands, but that is not the reason you are advancing at all. When

they were before us before I think they said nothing at all about this proposition of vessels coming in here [indicating on map].

Mr. MORSE. I think that was on account of the fact that the wrecks had not occurred and they did not realize the necessity of that light. Of course that has been brought to their attention by the wrecks that have occurred there recently. There was the *Ireland*.

Mr. ESCH. And an ore freighter on which there were eight or ten lost.

Mr. MORSE. It most certainly did; it ran right straight on to that Gull Island, but had the light been over there they certainly would have seen it. They lost \$450,000 which would have been saved by a light there.

Mr. MANN. How much commerce is there that comes from the West to Ashland Bay on that course?

Mr. MORSE. I have been unable to get the exact amount.

Mr. STEVENS. There is no commerce from the West; it is from the East.

Mr. MANN. I meant the East.

Mr. MORSE. The ore-carrying trade is by far the largest.

Mr. STEVENS. Is that increasing?

Mr. MORSE. Very much.

Mr. ESCH. The ore dug from the Gogebic Range?

Mr. MORSE. No, not entirely.

Mr. ESCH. That is the large part of the traffic?

Mr. MORSE. From around Hurley and Iron Mountain.

Mr. MANN. How long have they been having this large commerce out of Ashland?

Mr. MORSE. I do not know the exact number of years.

Mr. MANN. Is there any increase in the commerce now?

Mr. MORSE. The Northwestern is building an immense dock there this winter, one of the largest ore docks in existence.

Mr. ESCH. They have two very large docks there now.

Mr. MORSE. The largest vessels that run on the Lakes come in there for ore.

Mr. STEVENS. But some of the largest sawmills have been abandoned?

Mr. MORSE. Yes; but the mills are moved back and the lumber is being shipped out of Ashland just the same, but the mills at the city have been abandoned and the coal trade is increasing very rapidly on account of the fact that we use coal.

Mr. MANN. The lumber does not go out on the big draft vessels, anyhow?

Mr. MORSE. No.

Mr. MANN. None of these vessels run on this northern course out of Ashland?

Mr. MORSE. Yes; all run on that.

Mr. MANN. They do not go through that canal?

Mr. MORSE. Oh, some of them go through that.

Mr. MANN. According to your view, the canal is not of much value?

Mr. MORSE. Yes; but the big vessels can not go through there. They lose time; they do go through there, but they lose time.



Mr. STEVENS. The only thing you are asking for is the changing of that light on Michigan Island?

Mr. MORSE. Yes, sir. That is all I have to say, Mr. Chairman. I am much obliged to you.

Mr. STEVENS. Have the lake carriers filed any resolutions of indorsement?

Mr. MORSE. They have not with me; I understand that they have with the committee, but I am not certain.

Mr. ESCH. Unless it is filed with the committee, you had better leave what you have with the committee.

**H. R. 6177. A BILL PROVIDING FOR THE ERECTION OF A MEMORIAL LIGHT-HOUSE TO COMMEMORATE THE WORK AND ACHIEVEMENTS OF THE LATE MATTHEW FONTAINE MAURY.**

**STATEMENT OF HON. GEORGE W. GORDON, A REPRESENTATIVE IN CONGRESS FROM THE STATE OF TENNESSEE.**

Mr. MANN. You have bill No. 6177, and there is a similar bill introduced by Senator Frazier. This is for the erection by the Government of a memorial light-house to commemorate the work and achievements of Matthew Fontaine Maury and for the creation of a commission to take up this subject with other nations and peoples.

Mr. GORDON. There is a pamphlet which I filed with the bill in this case, which contains some information concerning the interests which other nations have had in this matter. The caption of the bill states, "either by this Government alone or jointly with such other nations and peoples as may voluntarily cooperate therein." The preamble to this bill recites something of the work of Maury.

Mr. ADAMSON. Would that be a local aid to navigation or just a memorial? Will it be an aid to navigation?

Mr. GORDON. We want to establish it at a place where it would be an aid to navigation.

Mr. MANN. You do not care where we put it?

Mr. GORDON. Preferably in the United States, of course, but wherever it might be agreed upon by those interested in it. He was an international man, and had attended scientific conventions in the Old World.

Mr. MANN. Tell us very briefly about the work of Commander Maury.

Mr. GORDON. It is briefly recited here in this preamble—what he did, the charts of the sea he made, what he did for sailing vessels and navigation generally. His works were translated into nearly all languages of the world, especially of the maritime powers.

Mr. MANN. Did he have anything to do with the creation of the Light-House Service?

Mr. GORDON. I think he had a great deal to do with it; he was in charge of the Naval Observatory a long time and he laid the foundation of the Weather Bureau and the forecasting, telegraphic forecasting. He had many speculations, and afterwards, by his observations, confirmed them.

Mr. MANN. But what special connection did he have with the Light-House Service that we should establish a light-house memorial to him?

Mr. GORDON. I can tell you that exactly.

Mr. MANN. I have read the bill.

Mr. GORDON. You might ascertain further facts by reference to the language.

Mr. MANN. I wondered why it had been suggested that we have a memorial light-house instead of a memorial weather station or some of the other numerous scientific branches.

Mr. GORDON. Simply because we thought it would be more satisfactory to all concerned and of greater utility.

Mr. MANN. And I thought maybe he had special connection with the Light-House Board in some way, but I do not see it in the preamble. Is this a bill which you prepared personally?

Mr. GORDON. No, sir; it was prepared by a man who was in the Navy with him.

Mr. MANN. I thought maybe it was prepared by some association.

Mr. GORDON. It was by a naval man.

Mr. MANN. Why do you think other nations would contribute to the construction of a light-house in American waters?

Mr. GORDON. Simply because of their appreciation of what he did. Some distinguished foreign official, in the pamphlet which I have given you, gives his view upon the subject and his readiness to cooperate.

Mr. ADAMSON. It would only be a matter of sentiment that would make us offer another nation the opportunity, because it is not such a great enterprise that we could not do it.

Mr. GORDON. No; but it might be a bond, somewhat, of peace, which might increase the international entente cordiale. This also provides for the receipt of private contributions. A great philanthropist might contribute something, such a man as Mr. Andrew Carnegie.

Mr. MANN. There is nothing to prevent his tendering the contribution now.

Mr. GORDON. No, sir; nothing now, but probably this is not known.

Mr. MANN. Do you think the General Government, in building light-houses, ought to invite private contributions or contributions from other nations?

Mr. GORDON. I do not know; it would be a voluntary matter with such as might contribute. They might wish to have a part in this as a memorial to the scientific deeds of the man who did so much for navigation and commerce, and who, I think, was an honorary member of nearly all of the scientific societies of the world. He had medals from abroad for his work before the war.

Mr. ESCH. It was his research that enabled cable companies to locate their lines by making a diagram of the sea's bottom?

Mr. GORDON. Yes, sir; he had an active part in that while he was in charge of the Naval Observatory.

MEMORIAL OF THE DAUGHTERS OF THE AMERICAN REVOLUTION AND THE MAURY  
MEMORIAL LIGHT-HOUSE COMMISSION.

*To the Senators and Representatives of the Fifty-eighth Congress of the United States, second session:*

The memorial of the undersigned special committee of the Continental Congress of the Daughters of the American Revolution respectfully represents unto your honorable body:

That the Continental Congress of the Daughters of the American Revolution at its twelfth session, by unanimous vote, passed the following resolutions, to wit:

"Whereas one of the chief objects of this organization is to foster the highest ideals of patriotism, and preserve for history illustrious examples of love of country and personal sacrifice for the good of the nation; and

"Whereas the late Matthew Fontaine Maury, in his life and character, was an exemplar of patriotism, statesmanship, and scientific research, whose life work conferred lasting benefit upon the commerce of the world, and brought honor and just fame to this American nation and to its Navy, to such a degree that his memory should be cherished by his own, as well as all civilized nations; and

"Whereas it was proposed by one of his contemporaries, a notable admiral of the Royal Netherlands Navy, and seconded by the executive officers of the Royal Geographical Society of London, that by popular subscription an international memorial be erected, which should carry out Maury's suggestion for the erection and equipment of a light-house upon the shoals of Rocas, off the coast of Brazil, or at such point on lines of international commerce as may be hereafter selected: Therefore

*Resolved*, That it is the sense of this body that the Congress of the United States should take favorable action upon the suggestion of Admiral Jansen and make suitable appropriation for this memorial, and should also take up the question with the Brazilian Government along the lines suggested by the Royal Geographical Society of London; also, with the maritime nations of Europe and America, the United States Government itself taking charge of such funds as may be donated for that purpose by such nations, or the subjects thereof.

*Resolved*, That a committee of five be appointed by the presiding officer to present this resolution and memorial to the Congress of the United States, either at the present session or the next succeeding session, as such committee may deem best."

In fulfillment of the duty thus imposed, the undersigned committee beg leave to present to your honorable body briefly the services of Matthew F. Maury to this and to foreign countries.

Maury received his midshipman's warrant in 1825, and for thirty-five years gave to his country, not only his active service as a naval officer, but the benefits of stupendous and brilliant achievements in scientific research, which set the world a-ringing with his praise and glorified America. His every power, physical and mental, was summoned to active duty and his gigantic mind made seven-league strides toward the accomplishment of his purposes. And those purposes throughout his life were absolutely for the good of others. Personal disinterestedness was a most noticeable trait.

While studying for examination he prepared and published a set of "Lunar Tables;" then, in rapid succession, gave out works on "Navigation," "Sailing Directions," "Wind and Current Charts," and his "Physical Geography of the Sea," the first three bringing him into prominence and establishing him as authority on all naval affairs and saving multiplied millions to this and other maritime countries, and the last creating the sensation of the age in the scientific world. It was republished in every civilized language, and Baron Humboldt declared that he had created a new science.

When Maury received his appointment there was no Naval Academy; and realizing by his own experience the need of technical instruction for young midshipmen other than that "picked up on deck," he began writing a series of articles called "Scraps from the Lucky Bag," in which he urged the establishment of a naval school. The Academy at Annapolis resulted ultimately from these suggestions, and while credit is commonly given to Mr. Secretary Bancroft for the initiatory move in establishing a naval school at Old Fort Severn, without awaiting the action of Congress, still it was the cogent papers of Maury, taken up by the press of the country, which created the sentiment that impelled this action on the part of the Secretary of the Navy.

About 1841 Maury was made keeper of the depot of charts and instruments, which he developed into the well-known Naval Observatory, which, under his management, became national in importance and second only to that of Greenwich.

He first urged the building of a ship canal and railroad across the Isthmus to the East by way of the West, and showed the advantages of Panama over Tehautepec. As supplementary to this work he advocated, in an address to Chicago merchants, the construction of a canal to connect the waters of the Great Lakes with those of the Mississippi Valley, not only for the naval and military purposes, but as the natural outlet for the granaries of the Northwest,

and as a substantial tie to bind together in a closer bond the South and the great Northwest.

He was the originator in design and detail of the Weather Bureau, and that vast enterprise, as it is to-day, is the result of work he then began; in fact, is the outcome of his request to Congress.

Realizing the good results to be obtained by such action, the Secretary of the Navy, in 1853, granted Maury leave of absence, and by his own effort the Congress of Scientists was assembled at Brussels. As a result, England, Holland, Belgium, Russia, France, Sweden, Norway, Denmark, Portugal, Spain, Prussia, and Sardinia, the Republic of Chile, the Empires of Austria and Brazil, the free cities of Hamburg and Bremen, and the United States cooperated in establishing a uniform system of meteorological observations.

In the course of his investigations Maury discovered, between New Found-land and Ireland, a broad level plateau in the ocean's bed, and in 1854 he declared the practicability of a submarine cable. Thus we have him the originator and projector of the great Atlantic cable, even the practical accomplishment of which failed until his assistance was secured. Cyrus W. Fields himself says, "Maury furnished the brains, England furnished the money, and I did the work." Think of the splendor of this achievement, even if he had done no more. Think of its incalculable benefits to man. The fate of a nation has hung upon a word flashed across the wire. Questions of life and death come trembling beneath the waves, and continents are brought in such close touch that one may hear a whisper or feel the heart throbs of another.

As a direct result of his Wind and Currents Charts and Sailing Directions, it was estimated by eminent English authority that by the shortening of the voyage between England and India, on the outward voyage alone, there was a saving to English commerce of \$2,000,000 annually, while to that of all oceans it was \$10,000,000 annually. The same authority puts the annual saving to the commerce of this nation between New York and San Francisco at \$2,250,000 annually.

What wonder that brilliant offers were made him by foreign nations, and how characteristic of the man that these should be modestly put aside for the uplifting and training of the youth of his native land.

The importance of these achievements, immediate and prospective, and the credit due Lieutenant Maury as the originator were noticed by the Secretary of the Navy in most positive terms in his reports for seven consecutive years, and by the President in his message in 1851. The Committee on Naval Affairs, in its Senate report in 1855, suggested that some compensation be bestowed upon him (his salary never exceeded \$3,500) and recommended that \$25,000 be thus appropriated. Upon this recommendation no action was ever taken.

After the assembly at Brussels, foreign nations came "bearing gifts" and knocked at the door of these congressional halls, asking leave to confer them upon him in recognition of his scientific achievements and of his exalted position among the benefactors of his race. His sturdy breast was scarce broad enough to bear the medals thus conferred. Have we here another example of "a prophet not without honor save in his own country?"

Great men, great events, great epochs, it has been said, grow as we recede from them. Surely the time is now ripe for recognition of the mighty stature of this man, who lived and wrought in our nation's capital, and with his great thoughts kindled a flame which shot up above his country's horizon and shed its light over the civilized world.

You have the resolution passed in the Twelfth Congress of the National Society of the Daughters of the American Revolution, and your memorialists have endeavored to set forth in a concise manner what they consider just and ample reasons for their request. This patriotic society, which your memorialists have the honor to represent, does a work wider and grander than is realized by those unacquainted with its aims and their fulfillment. The very spirit of its mission is exemplified in this effort. What better way to foster patriotism than to hold up before the people the lives and achievements of the great men whom our country has produced? The spirit of the present day evinces a woeful lack of education in this regard. Commercialism is rampant in the land and the men who have amassed colossal fortunes are the heroes for whom Young America has regard.

The history of a nation is crystallized in her monuments. What is recorded there is writ for all time. These are "sermons in stones," and are read by succeeding generations. In Matthew F. Maury we have a perfect pattern of

patriotism, virtue, and intellectual ability. A monument which should pierce the clouds, blazoned with the arms and symbols of the peoples who have loved and honored him, with the record of his life inscribed in every civilized tongue and the story of his service to his own country written in letters of gold, would do him meager justice and affront the memory of his modest life, for he had no thought of fame. He only served.

And so, gentlemen of this Fifty-eighth Congress, we pray you pause a while in your deliberations; let other interests wait, while you, who are carrying out his idea as to the Isthmian Canal, enact a proper measure for this tribute to the memory and worth of Matthew Fontaine Maury, either alone by this Government, or else in conjunction with other nations, or their people, as in your judgment shall seem best.

Respectfully submitted.

SUSAN WINCHESTER SCALES.

*Chairman.*

SARAH BERRIEN CASEY MORGAN,  
*Vice-President-General, N. S. D. A. R.*

SARA ALDRICH RICHARDSON,  
*State Regent, South Carolina.*

AMELIA CHAMBERLAIN,  
*State Regent, Tennessee.*

MARY DESHA,  
*Washington, D. C.*

**S. 3860. A BILL TO ESTABLISH A LIGHT AND FOG SIGNAL ON THE  
OUTER END OF THE BREAKWATER, SAN PEDRO, CAL.**

**STATEMENT OF HON. JAMES M'LACHLAN, A REPRESENTATIVE IN  
CONGRESS FROM THE STATE OF CALIFORNIA.**

Mr. McLACHLAN. This is a bill, I believe, which has passed the Senate, which the committee, of course, know. The facts briefly are these: Of course, some of you gentlemen know that they built a breakwater there which is about a mile and a half long and is nearly completed, and the purpose of asking for a light-house is to enable ships to enter the outer harbor that has been constructed by this breakwater.

Mr. STEVENS. Where do they want it?

Mr. McLACHLAN. At the end of the breakwater.

Mr. STEVENS. How long did you say the breakwater is?

Mr. McLACHLAN. If I remember right, it is between 8,000 and 9,000 feet.

Mr. STEVENS. There is nothing there now?

Mr. McLACHLAN. No sir; in fact, the breakwater is not completed.

Mr. STEVENS. When will it be completed?

Mr. McLACHLAN. Within a year.

Mr. MANN. It is expected to complete it by July, 1908, so that Book of Estimates states.

Mr. McLACHLAN. There are great improvements being made in the inner harbor at San Pedro, and the commerce is increasing wonderfully. Heretofore the Southern Pacific Railroad had a line onto a wharf at Los Angeles, but they have just abandoned that, and all this commerce will go into the harbor at San Pedro. The bill I came up to see about was about the leasing of San Clemente Island. That bill has passed the Senate with amendments.

Mr. MANN. How important is this light station?

Mr. McLACHLAN. I have all the figures and will give them to you.

**S. 4856. AN ACT AUTHORIZING THE SECRETARY OF COMMERCE AND LABOR TO LEASE SAN CLEMENTE ISLAND, CALIFORNIA.**

Mr. STEVENS. Now, what is it you want?

Mr. McLACHLAN. San Clemente Island, as you know, is a barren island there, I think about 30 miles long and averaging, perhaps, about from 3 to 10 miles wide. It is a rocky, sandy island. I did not know the day I was before the committee that there was even one little spring of water, but I have learned since that a part of the year they can get a little water out of a spring. For years gone by the Government has been leasing that island to sheep men, and had leased it to private individuals. Some years the drought would come and there was not rain enough to catch water to support the sheep on the island and a universal loss ensued. Some years ago the company which is seeking to lease this island undertook to develop forage on the island and secured a lease from the Government at \$1,000 a year—this present company. I made inquiry at the Department just before coming up here, and I learned that that company now has a lease on this island beginning January 1, 1906, and continuing for five years. Under the general law they have no authority to lease for a greater period of time. These people have experimented with certain grasses that keep the sand from drifting. The island was becoming entirely covered with this drifting sand, but these people have discovered a kind of grass that prevents the drifting of that sand.

Mr. MANN. What kind of grass is that? It would be important to know.

Mr. KAHN. We called it "bunch" grass out there.

Mr. McLACHLAN. These people have gone on and built reservoirs there and hold the water in reserve for the dry season. It has developed that, in order to handle this properly, they must have a long lease, in order to be justified in going on, to insure the life of the live stock during the dry season. A large portion of the year there is not even a particle of water, even in that spring, and nobody lives there except those attending to this live stock, and they have to live on water caught from the rains and preserved in that way. This bill authorizes the Secretary to make a lease of this island for the term of twenty-five years, on condition that these people will expend during that time \$25,000 in permanent improvements, in building reservoirs and such things necessary to do this, and in planting grasses and the spinus cactus and whatever would be necessary to sustain life.

Mr. MANN. Is this all in the light-house reservation?

Mr. McLACHLAN. Yes, sir; and there is a reservation put in by the Secretary to whom this has been referred reserving the right of the Government to go on there for any purpose for which the island was originally intended, and also reserving to the Government the right to put wild animals in there.

Mr. MANN. Where is that provision?

Mr. McLACHLAN. That is in the bill which passed the Senate, put in at the suggestion of Mr. Pinchot himself, who visited the island, went over and lived in the huts, and is one of the strong advocates of the measure.

Mr. MANN. We have three islands there reserved for light-house purposes close together. This company has one lease for five years at \$1,000 a year, I suppose, without advertising for bids. The other two islands are each leased for five years to the highest bidder after advertising for bids. Do you think it is good policy for the Government to lease property to favored individuals without advertising for bids?

Mr. McLACHLAN. That matter was put up to the Secretary, and here is what the Secretary says upon it. That very matter was called to his attention.

(Mr. McLachlan read the letter from the Secretary.)

Mr. MANN. Do you think the President would sign a measure like this?

Mr. McLACHLAN. I certainly do.

Mr. MANN. Granting a monopoly to a private concern for twenty-five years without competitive bids?

Mr. McLACHLAN. I think he would under the circumstances.

Mr. MANN. It certainly would be contrary to every expression he has given utterance to upon the subject since he has been in public life.

Mr. McLACHLAN. The conditions are different there. These people have gone there and they have made improvements; they have built reservoirs; they have constructed different appliances to catch water, to preserve the lives of the stock during the dry season, and they have a lease running on, as stated. There would be no way, in fairness and equity, that these people could be properly protected in what they have already done, in whatever improvements they have made, if they were not allowed an option to continue that lease.

Mr. MANN. If a man leases a piece of property for five years, do you think he is entitled to have it longer than five years?

Mr. McLACHLAN. I have seen the terms of that lease, and from the Secretary's report that is on file he contends that in equity, if not in fact, they would have a right to a renewal of that lease, because no one would go on there and expend money in stocking the island without a look into the future, in providing the conditions whereby that stock might be saved during the dry season.

Mr. MANN. I do not understand what you mean by "stocking the island." Here is an island that is not very fertile.

Mr. McLACHLAN. Nothing there at all.

Mr. MANN. There is something there for sheep to feed on. It is not very fertile, but of some value. It does not take any great expense.

Mr. McLACHLAN. Sheep can not live there without people going and building reservoirs to catch the rain water.

Mr. MANN. It is not a very great expense to build reservoirs. How far is it from St. Nicholas Island?

Mr. McLACHLAN. Those are all off to the west of Santa Catalina Island.

Mr. MANN. They are all the Santa Barbara Islands?

Mr. McLACHLAN. I did not know San Clemente was. It is about 60 miles from the mainland.

Mr. MANN. Are not these other islands, San Nicholas and Santa Catalina, in the same condition as far as fertility is concerned?

Mr. McLACHLAN. I do not know; I think they are more fertile, because I know that on some of them there is considerable vegetation and swampy land, and this is nothing but a rock.

Mr. MANN. Is not this much like Santa Catalina?

Mr. McLACHLAN. Oh, no; it is much more barren and desolate. There is not a living thing on it. No man can live there.

Mr. MANN. Some men can live there. They have to have men living there with the sheep, and there are now men living there.

Mr. McLACHLAN. There are three or four men, Mexicans. If you will notice, too, gentlemen, the liberality of this bill. The Government has never received more than \$1,000 a year rent. The provisions of this bill are that these people must expend \$1,000 a year in permanent improvements.

Mr. MANN. The improvements that are proposed are improvements solely in the interest of the lessee during the twenty-five years that the lease runs. What is permanent about it?

Mr. McLACHLAN. This fact is true, that even the little vegetation which is growing there now has been covered up by the sands.

Mr. MANN. That island has been there for some years, I suppose?

Mr. McLACHLAN. Yes.

Mr. MANN. Do you really suppose it is worse now than it was five thousand years ago?

Mr. McLACHLAN. I think so; I was not there, of course.

Mr. MANN. What makes you think it is getting worse?

Mr. McLACHLAN. We know that from people who live there—that is, people who are over there taking care of their stock.

Mr. MANN. Of course the point with me would be as to whether Congress could start in to lease a piece of property to a private individual and fix rental for a long term without advertising for bids.

Mr. McLACHLAN. I am not sure that even this company will take this island at the terms stipulated in the bill.

Mr. MANN. Then, certainly we would not want to pass the bill.

Mr. McLACHLAN. Let me say this: They had the matter up with the Secretary, and they did offer to pay \$1,000 a year in improvements.

Mr. MANN. I do not see what earthly benefit that is to the General Government.

Mr. ADAMSON. It makes it so that we can rent it again.

Mr. MANN. The grass will run out long before the twenty-five years, and the fences that you put up will have rotted away long before the twenty-five years; the buildings that you put up will be out of date. What interest has the General Government?

Mr. McLACHLAN. The Secretary has increased the rental from \$1,000 to \$1,500.

Mr. MANN. That is some consideration.

Mr. McLACHLAN. I wish the committee could see Mr. Murray and Mr. Pinchot; Mr. Murray was there himself.

Mr. MANN. Here is the proposition, to rent a piece of property to people for a sheep pasture, and then turn it over to Mr. Pinchot or some other favored people as a game reserve; that seems to me utterly ridiculous.

Mr. McLACHLAN. We did not put that in; they put that in.

Mr. MANN. If nothing can live there, how can they keep game there?



Mr. STEVENS. Maybe you do not understand what kind of game they want.

Mr. MANN. What kind of game would they put there?

Mr. McLACHLAN. Deer, I suppose.

Mr. MANN. It would be a good place for a forest for Members of Congress and the President to go hunting, I suppose.

Mr. ADAMSON. Had you not better secure the signature of the President by providing that the bidding shall be competitive?

Mr. MANN. Does it not look to you that a game reserve and a sheep ranch are two absolutely different things?

Mr. McLACHLAN. We were forced to put that game clause in the bill.

**H. R. 17882. A BILL TO AUTHORIZE THE ENLARGEMENT, IMPROVEMENT, AND EQUIPMENT OF THE LIGHT-HOUSE DEPOT AT YERBA BUENA ISLAND, CALIFORNIA.**

**STATEMENT OF HON. JULIUS KAHN, A REPRESENTATIVE IN CONGRESS FROM THE STATE OF CALIFORNIA.**

Mr. KAHN. The Senate bill has already passed the Senate. That depot, Mr. Chairman and gentlemen, is the only light-house depot in the twelfth district. Within the last four or five years quite a number of outlying stations have been added to that district—the Hawaiian Islands, the Midway Islands, Guam, and the American possessions in the Samoan Islands.

Mr. MANN. You do not mean to say we have no light-house in the Hawaiian Islands?

Mr. KAHN. You have a station there, but no depot. The only depot, as I understand it, is at Yerba Buena Island. You have a station at Hawaii, which is given to the Government.

Mr. MANN. We have a depot in Hawaii.

Mr. KAHN. You have, Mr. Chairman, one corner of the naval wharf.

Mr. MANN. We have a depot in Hawaii, at Honolulu.

Mr. KAHN. Then the report of the twelfth district board is erroneous.

Mr. MANN. The report says we have one there.

Mr. KAHN. Pardon me; the report says that the depot at Yerba Buena Island is the only one in the twelfth district.

Mr. MANN. Oh, the special report.

Mr. KAHN. They have a station at Hawaii—the end of the wharf—which, as Mr. McLachlan says, is just loaned them by courtesy of the Navy Department.

Mr. MANN. It is all owned by the Government.

Mr. KAHN. Yes; it is all owned by the Government; there is no doubt about that. The situation out there is this: The work of that district has materially increased; they have not the facilities for doing the work properly; they want to build, and it is necessary for them to build and extend the wharf which they have at the southern end of Yerba Buena Island. In the last Congress an appropriation was made for an extra light-house vessel. They want accommodations for that there; they want to build a tram and derricks, which

they need very badly. They want to use the keeper's house, the present house occupied by the keeper being a warehouse, and to build additional shops, and they want to build a new house for the keeper on the slope of the hill.

Mr. MANN. Why do they not make a statement in their annual report recommending any change at this depot at all?

Mr. KAHN. I understand that they have recommended in favor of this bill.

Mr. MANN. They are supposed to keep some track of their needs at these depots. Here is their annual report, including hundreds of recommendations which will not go through, and they make no recommendations in reference to this place at all.

Mr. KAHN. Of course, I do not know how that is beyond this. The chamber of commerce first wrote to me about it and called my attention to it. I spoke with Senator Perkins about it. Senator Perkins had introduced a bill, and that bill was referred to the Light-House Board, and they reported favorably and showed, I think, the reasons why this depot should be extended.

Mr. MANN. In their report this year the Light-House Board itself reports, recommending, I believe, fourteen different items of additional aids to navigation in the twelfth district, amounting to \$468,500, and they make no recommendation about this light-house depot. The inspector for the district and the engineer make a number of other recommendations for other aids to navigation, but even they do not mention this depot. You can see that we will have to have some pretty good evidence on the subject.

Mr. KAHN. The Senate did get a statement from Mr. Helm, a commander in the United States Navy, the naval secretary of the Light-House Board, in which he recommends the thing very strongly.

Mr. MANN. If he was the naval inspector out there, you would think he would have recommended it in his annual report if there was necessity for it?

Mr. KAHN. Of course, I do not know; this is really not a recommendation for a light-house; it is a recommendation for the extension of the station.

Mr. MANN. They do not stop at recommending light-houses; they recommend anything.

Mr. KAHN. I am familiar with the location of the station, know just how it lies, and all that sort of thing, and I can readily see that the extension of the twelfth district to these outlying places has increased their work there very materially. In fact, Mr. Helm says that their facilities for handling the work are so poor that it results in increased cost to the Government for handling such work as they do; that if they had the proper appliances they could certainly do it for much less money.

Mr. MANN. Who is Mr. Helm?

Mr. KAHN. He is the naval secretary of the Light-House Board, Department of Commerce and Labor.

Mr. MANN. You mean Captain Helm?

Mr. KAHN. Yes, sir.

Mr. ESCH. What is the most essential thing you need there?

Mr. KAHN. I presume the wharf and the derrick and the tram.

Mr. ESCH. They are building, it says here, a concrete oil house, a stiff-leg derrick is being erected at the landing, and will be provided with a double-cylinder hoisting engine; would not that meet that requirement?

Mr. KAHN. I do not judge it would be the kind of derrick that they really require to do the work; I do not think it is sufficient; that would be a makeshift, probably. But the wharf they have is a very big one. That island is occupied by three departments of the Government. The southern end belongs to the Department of Commerce and Labor, the Light-House Board. Then a very large tract belongs to the Navy Department, where the naval training station is located, and the extreme northern end belongs to the engineers of the Army. The facilities provided for the Light-House Board, I should say, are the poorest of all the three departments. Of course, the naval training station is very excellently equipped, has a long wharf, and is in splendid shape.

Mr. MANN. It seems to me strange that if the inspector out there needed this extension of service at this dock, instead of recommending a dozen other things, some of which are plainly not necessary, he would not have made a recommendation for this improvement.

Mr. KAHN. This is what Captain Helm says:

(Mr. Kahn here read from the report of the Light-House Board.)

Mr. MANN. And yet, in their annual report, instead of recommending this increase, they do recommend a new depot for the light-house depot at Honolulu. Evidently they considered that more important than this.

Mr. KAHN. I do not know how those things are, Mr. Chairman, but I find, as a member of the committee of which I am a member, that it frequently happens that supplemental reports are sent in long after the estimates are made, long after the estimates are published.

Mr. MANN. Of course, what we are trying to get at is the compelling need of these various things.

Mr. KAHN. Of course, I do not know anything further about it than this, that the commercial organizations of San Francisco have written to me about it, and upon the receipt of those letters I conferred with Senator Perkins, and the Light-House Board sent this report on Senator Perkins's bill.

Mr. ESCH. How large is this island—how many acres; do you know?

Mr. KAHN. No, I do not know positively; my impression is that there are about 1,600 acres.

Mr. ESCH. Has the engineers' office its own dock, and the training station its own dock, and the Light-House Service its own dock?

Mr. KAHN. Yes, sir.

Mr. ESCH. Would it not be economy to have one good dock for all three branches of the service?

Mr. KAHN. I do not think you could manage it. You see, each branch of the service has its own vessels and they have to go in there. For instance, at the naval training station one of the docks, one side of the dock, is used permanently by the training ship.

Mr. ESCH. Where is that Yerba Buena Island?

Mr. KAHN. It is in the middle of San Francisco Bay.

Mr. ENGLEBRIGHT. Commonly called "Goat Island."

Mr. KAHN. It is on the direct line of travel for the ferryboats that ply between San Francisco, Oakland, and the points on the other side of San Francisco.

**H. R. 13092. A BILL FOR THE ESTABLISHMENT OF A LIGHT-HOUSE AND FOG-SIGNAL STATION AT PUNTA GORDA, ON THE COAST OF CALIFORNIA.**

**STATEMENT OF HON. WILLIAM F. ENGLEBRIGHT, A REPRESENTATIVE IN CONGRESS FROM THE STATE OF CALIFORNIA.**

Mr. MANN. You have House bill 13092 and Senate bill 3661 for the same thing.

Mr. ENGLEBRIGHT. Senate bill 3661 is better than the other one. In connection with Senate bill 3661 is the report of the Senate, No. 60. This, of course, explains itself. These reports show that the Light-House Department has recommended this light-house a number of times. We also state that the annual report for 1907 records nine wrecks here which might have been prevented.

Mr. MANN. Nine wrecks, when?

Mr. ENGLEBRIGHT. It does not say. All I know about wrecks is that a year ago, when I made the trip from San Francisco up there, I saw a wreck that had occurred a week or so before.

Mr. MANN. Are you perfectly familiar with this location?

Mr. ENGLEBRIGHT. Yes, sir. I would like to call the attention of this committee to this situation on a map; I can not explain it otherwise.

(Mr. Englebright explained the situation to the committee on the map.)

Mr. ENGLEBRIGHT. I know when I went up there a year ago there was a wreck on the shore.

Mr. STEVENS. You want that on that shore?

Mr. ENGLEBRIGHT. My idea is that the Light-House Board knows the best place to put the light-house.

Mr. STEVENS. You want a light somewhere on that 110 miles?

Mr. ENGLEBRIGHT. Yes, sir.

Mr. MANN. They have not recommended that it be put on the reservation.

Mr. ENGLEBRIGHT. No; they say at or near Punta Gorda.

Mr. MANN. They have not been very enthusiastic for the light.

Mr. ENGLEBRIGHT. People up in that section who are going up and down on those steamers are the ones who are anxious to get it.

Mr. MANN. It is mostly the smaller steamers; do they touch at various points on the way up there?

Mr. ENGLEBRIGHT. There are a number of places in there where the smaller steamers land.

Mr. ESCH. They have some lumber in there?

Mr. ENGLEBRIGHT. Oh, yes; some.

Mr. ESCH. From Humboldt County?

Mr. ENGLEBRIGHT. That from Humboldt County goes up to Humboldt Bay.

**H. R. 314. A BILL TO AUTHORIZE THE ESTABLISHMENT OF A LIGHT AND FOG-SIGNAL SHIP IN MILWAUKEE BAY, LAKE MICHIGAN.**

**STATEMENT OF HON. WILLIAM H. STAFFORD, A REPRESENTATIVE IN CONGRESS FROM THE STATE OF WISCONSIN.**

Mr. MANN. By this House bill 314 you are asking for \$75,000 for a light-ship and fog-signal ship and all the necessary machinery, and so on; what is the necessity for this?

Mr. STAFFORD. The reason for establishing a light-ship is because of the peculiar conformation of the land at Milwaukee Bay. The north point promontory is from 2 to 3 miles easterly of the harbor entrance, and the south point is from 3 to 4 miles. Provision has been made for a light at the end of the harbor of refuge, which is within a half a mile of the harbor entrance.

Mr. MANN. That is at the end of the breakwater?

Mr. STAFFORD. The end of the breakwater.

Mr. MANN. How much is going to be spent on that?

Mr. STAFFORD. Fifty-five thousand dollars out of \$100,000 that has been appropriated. At first it was proposed to erect a very high-grade light on a very high pedestal, but by reason of this promontory the vessels would not be able to see that light—the vessels that take the usual course, coming up the lake there behind Betsy—until they got very close upon it.

Mr. MANN. Let me ask you, so that we will have no misunderstanding. You say this light at the end of the breakwaters is only to cost \$55,000. Are you sure about the amount, so sure that we could divert \$45,000 of the appropriation from that project to the project for a light-ship?

Mr. STAFFORD. I think that you could safely divert \$40,000, and I am willing, upon the information furnished me by Major Judson, from whom I received the figures by calling upon him before coming down here, to state that there would be no more than \$55,000 spent for that purpose.

Mr. MANN. When will that breakwater be completed?

Mr. STAFFORD. You remember that there was a project authorized in the last river and harbor bill extending it 1,000 feet. The contract has been let, but will not be completed for at least one year. They are at work on it; it may be completed during the present season of navigation.

Mr. MANN. We abandoned the Betsy light?

Mr. STAFFORD. No; the North Point light, which is at present being maintained from contributions by the various maritime interests in Milwaukee, voluntarily maintained by them, until some substituted light can be put in its place.

Mr. MANN. I suppose they thought it was easier to maintain the light keeper in that way.

Mr. STAFFORD. I wish to take exception to that. The light keeper is removed from the premises, and there is an employee of the Government who is being authorized to use the premises rent free if he will maintain the light in condition.

Mr. MANN. Who is this employee of the Government?

Mr. STAFFORD. I can not give you his name.

Mr. MANN. He is an employee of what department?

Mr. STAFFORD. Of the Light-House Board of the Engineer Corps.

Mr. MANN. Is the Light-House Board now maintaining that light?

Mr. STAFFORD. No; the expense of its maintenance, providing for the fuel, or whatever other material is necessary, is borne by the Pere Marquette Transportation Company and some other steamship companies.

Mr. MANN. But that expense is nominal; the Government is paying the man; it is maintaining the light.

Mr. STAFFORD. No; the Government is not paying the man.

Mr. MANN. Who is paying him?

Mr. STAFFORD. The Government is only authorizing a subordinate in the office of the engineer to occupy those premises in the evening in consideration that he keeps these lights in order.

Mr. MANN. Keep them in the evening?

Mr. STAFFORD. Yes, sir; when the light is necessary.

Mr. MANN. He lives at the premises?

Mr. STAFFORD. He lives at the premises, and in consideration of his keeping the light burning and keeping it in order he is granted the use of the premises, and he works at a regular salary during the day.

Mr. MANN. He must work twenty-four hours in a day.

Mr. STAFFORD. I do not know whether his wife or who it may be does the service during the night.

Mr. MANN. The Government, then, has really no control over the light?

Mr. STAFFORD. No, sir.

Mr. MANN. The Government is hiring the man and he probably does not do anything else, contrary to law. Mr. Esch and I had the pleasure of making a personal inspection and observation of the necessity or nonnecessity of this light-ship.

Mr. STAFFORD. I merely wish to direct attention to that portion of the communication which has been sent to the committee, in which Secretary Straus says that this project stands No. 1 in the order of importance in the aids in the light-house district. In the letter addressed to this committee December 21, 1907, in the last paragraph, within six lines of the close, the beginning of the last paragraph, he uses this language:

This Department would further state that the matter stands No. 1.

Mr. MANN. You owe that to Mr. Esch and myself.

Mr. STAFFORD. Attention is called to numerous strandings that have occurred involving damage to the extent of \$280,000 in two years' time. In addition to that, there was a stranding causing much damage, last November, which is not included, by reason of their not having a sufficient aid to navigation at this point.

Mr. MANN. As I understand, the proposition is to put this light vessel out about 4 miles from Milwaukee Harbor.

Mr. ESCH. Practically in line with North Point and Betsy Point.

Mr. MANN. A little further out, so that vessels coming down from the north bound for Milwaukee Harbor can steer straight for the line and then turn right in front of the entrance of the harbor, whereas now it is impossible for a vessel coming down from the north to pick up the Milwaukee light.

Mr. STAFFORD. They have no light except that North Point light, and that is confused by reason of the city lights. That is the cause of the strandings on North Point shoals, and has caused so much damage.

Mr. MANN. I think it might be advisable to know whether we could divert \$45,000 out of the appropriation for the other lights; this would only take \$30,000 more.

Mr. STAFFORD. That was the argument advanced by Major Judson in conversation with me.

Mr. MANN. I have a little distrust of Major Judson, in one respect, because when he wanted the other light at Milwaukee he said that if that was put there they could promptly abandon North Point light, and now—and contrary to law—he still maintains it at Government expense, practically.

Mr. STAFFORD. I question whether it is at any Government expense at all.

Mr. MANN. But he has changed his opinion about it.

Mr. STAFFORD. There are a few other projects which I want merely to advert to casually, which have been called to my attention by a committee of mariners in a communication addressed to the president of the steamship companies, about four bills for aids to navigation which I was more or less sponsor for, not having introduced them, but which have been introduced in the names of the members from the districts where the places are where the aids are to be established. There is one for the erection of a fog signal at Grand Point au Sable, Michigan, on Lake Michigan, providing for an expenditure of some \$11,000, introduced by Mr. McLachlan, of Michigan—House bill 15936. It has been represented to me that there is urgent need of the fog-signal station there for the vessels coming up the lakes to have some guide in bad weather so that they will not go too near the shore and be stranded. It had the recommendation of this board of captains, masters of the vessels of the Pittsburg Steamship Company. Also, I wish to speak as to the bill providing for a light-ship off the northeast shoal of North Manitou Island.

Mr. MANN. That is down the east course?

Mr. STAFFORD. Yes.

Mr. MANN. Point au Sable is on the west course?

Mr. STAFFORD. No; that is virtually the same, the east course, too. There is a light there [indicating on map] and they were to have a fog signal there. Commander Orchard especially recommends that signal station. Also the establishment of this light, especially on the southeast there near the Manitou Island, which is represented there as a very narrow passageway, and it is very difficult for vessels to grope their way in bad weather.

There are two other bills, both introduced by Congressman Young, more or less at my suggestion, H. R. 15941 and H. R. 15942, one providing for a permanent light and fog signal on Lansing shoal at an expense of \$250,000. At the present time there is a light-ship maintained there, but that light-ship has to be abandoned before the close of navigation because of freezing weather, and it can not take its position early enough because of the clearing of the ice. The other bill provides for the establishment of an acetylene buoy with a fog-signal attachment near Garden Island shoal, in Lake Michigan, but that only involves an expenditure of \$7,000.

Mr. MANN. Fifteen thousand dollars; the bill provides for \$7,000, but the recommendation is \$15,000.

Mr. STAFFORD. At present there is a Pintsch light there, but that can only be seen for a very short distance, and it is represented there are considerable steamers taking that course going to Escanaba and those points, and there should be an acetylene-gas buoy there. These last four bills I merely present to the committee more or less at the instance of this board of mariners who have made the representations to the president and general manager of the Pittsburg Steamboat Company.

Mr. MANN. Suppose this subcommittee could see its way clear to establish only one aid; which, in your judgment, is the most important?

Mr. STAFFORD. I should certainly surrender my opinion to that of the Secretary of Commerce and Labor, in which he states that the most important one is that in the Milwaukee Harbor entrance.

Mr. MANN. If that is the most important and that has been without this aid to navigation now for half a century, doing a large amount of business, how important do you regard these others?

Mr. STAFFORD. I have no personal knowledge of the other projects, and only felt impelled to bring them to the attention of the committee because I had prepared the various measures and the representatives introduced them at my suggestion, the projects being called to my attention by this committee, as they thought that all the maritime interests in Milwaukee, as well as in Chicago, would be interested.

(Thereupon at 1.30 o'clock p. m. the committee took a recess until 3 o'clock p. m.)

#### AFTERNOON SESSION.

The subcommittee met, pursuant to the taking of recess, at 3 o'clock p. m., Hon. James R. Mann (chairman) in the chair.

#### STATEMENT OF HON. ALEXANDER W. GREGG, A REPRESENTATIVE IN CONGRESS FROM THE STATE OF TEXAS.

Mr. MANN. What you want to be heard on is in reference to the light-house station at San Jacinto at Galveston, Tex.

Mr. GREGG. All I know about the matter is that the board of trade have written me calling my attention to the fact that the Light-House Board has recommended this in the last three annual reports, two that I know of, and that it is needed there. That is all I know about it, to tell the truth.

Mr. MANN. They formerly recommended, in five annual reports, the establishment of a covered buoy station at a cost of \$18,000. In the annual report last year they recommended an uncovered buoy station at a cost of \$5,000, and last August the engineer and inspector joined in a recommendation of a covered station at a cost of \$18,000. I suppose, if we provide \$18,000, next year they will come and say they can not build one for less than \$30,000. That is the way they usually do.



Mr. GREGG. The only thing I know is that the board of trade has called my attention to the need of it and has asked me to introduce the bill.

Mr. MANN. We will take the matter up with the Light-House Board very fully.

Mr. GREGG. Of course, if it is needed, I would like to have it, and they would not tell me it was needed if it was not.

S. 5594 and H. R. 17508.

**STATEMENT OF HON. WILLIAM ALDEN SMITH, A SENATOR FROM THE STATE OF MICHIGAN.**

Mr. MANN. You wish to be heard in respect to a light on Michigan Island?

Senator SMITH. I do not care to be heard except to call your attention to the letter of the president of the Lake Carriers' Association to me, and perhaps you would just as soon go over it now.

Based upon my conversation with him and the other members of the Lake Carriers' Association, and the necessities which he sets forth, I introduced the bill and secured its passage, and probably your committee may see fit to favorably recommend it.

Mr. ESCH. Do you know the tonnage at Ashland—the outgoing tonnage?

Senator SMITH. No; but I know it is increasing very largely. My attention has been called to the figures, but I did not retain them.

Mr. ESCH. I know the ore shipments are very considerable.

Senator SMITH. Very.

Mr. MANN. I suppose you know that Mr. Livingston was before our committee last year on this identical proposition, and that he recommends and has recommended a great many different aids to navigation which are exceedingly urgent, and it is not possible for us to provide all of them at one time.

Senator SMITH. I think I would pick out the high points and the ones that are really necessary, and I have no doubt but what you will really do that. I am interested because they interested me in the importance of the point, and I do not want any responsibility for failure to safely navigate that section to fall on me.

**H. R. 11824. A BILL TO PROVIDE A LIGHT-HOUSE DEPOT AT HONOLULU, IN THE TERRITORY OF HAWAII.**

Mr. MANN. Mr. Delegate, you have a great many bills here, one for a light-house depot at Honolulu—a new building for the light-house depot, \$40,000.

Mr. KALANIANA'OLE. I suppose the need of it is given out by the Light-House Board. I could not say myself, personally, as to why they need it, excepting to take it from the point of view of the new light-houses that are going up around Honolulu.

Mr. MANN. The Board reports that it stands No. 2 in the new aids to navigation in the Territory of Hawaii.

Mr. KALANIANA'OLE. At the present time, of course, they have no depot there at all; they have a station, which is only a shed divided up into two or three different rooms.

Mr. MANN. They have a depot there now?

Mr. KALANIANA'OLE. If you call it a depot; it is scattered on three wharves.

Mr. MANN. All they propose to do is to build a new building there, I suppose?

Mr. McCLELLAN. I think, Mr. Chairman, there is enough land there they can build on.

Mr. MANN. They will build on the naval reserve there, will they not?

Mr. McCLELLAN. I suppose so. At the present time their stuff is in three places, part thrown on the naval wharf and part on the quarantine wharf.

Mr. MANN. There are three places; where are they? The Light-House Board reported that they had their buoys, buoy chains, and so forth, stored in one of the naval wharves. Where are the other two; what are they?

Mr. McCLELLAN. What they are speaking about there, which they have dignified by the name of a warehouse in their report, is one corner of a coal shed of the naval storehouse there. The Government has great sheds there for coal.

Mr. MANN. I do not see but that one corner of a coal shed is just as good for the storage of buoys and chains. Usually in the Chicago territory they store them outdoors. Do you know where the engineer's depot is there?

Mr. McCLELLAN. The engineer, I think, as I understand the arrangement with the Light-House Board, does not pay anything for the quarters of the engineer. They have quite an extensive office there in the Kansas building.

Mr. MANN. I am not talking about the offices; I am talking about the supplies.

Mr. McCLELLAN. I thought you said the engineer's office. I think that those engineer's supplies, Mr. Chairman, are in this naval wharf shed.

Mr. MANN. You spoke about three places. Do you know three places where these objects are?

Mr. McCLELLAN. I do not know what the distribution is. I know they have stuff in three places.

Mr. MANN. All on the naval wharf?

Mr. McCLELLAN. No; one of the wharves is a territorial wharf.

Mr. STEVENS. I went with Captain Lockwood out on the territorial wharf.

Mr. MANN. I thought the engineer had stuff stored in one place and the inspector in another.

Mr. McCLELLAN. I do not know what the distribution is. There are three places there where the stuff is placed at the present time. Last year your committee very properly provided for a light-house tender and I would suppose that perhaps with the progress of time

they will accumulate larger stores there, and probably that need is greater now than it was in the past. Two years, I think—some two or three years—they have recommended this storehouse.

Mr. MANN. What is the most important thing now—the additional authorization for the rear range light at Honolulu?

Mr. McCLELLAN. I think that is the most important thing.

Mr. KALANIANA'OLE. I think they are all important in their own way.

Mr. STEVENS. That is necessary because the money that is already provided can not be used unless that is increased.

Mr. MANN. Does that settlement, which was made in the conference between the governor and the Light-House Board in August last, meet your approval?

Mr. STEVENS. Yes; that is the one Colonel Hepburn and I looked over and we agreed that this change should be made.

Mr. MANN. So as to locate the rear range tower in another place. You approve of the place where they now propose to put it; that takes \$10,000 additional.

Mr. STEVENS. Yes.

Mr. MANN. That is, more than the \$40,000 we have already provided.

Mr. McCLELLAN. Forty thousand dollars was chiefly for the outer light; there was only \$10,000 for this rear range light.

Mr. MANN. We appropriated \$40,000 for the rear range light.

Mr. McCLELLAN. Front and rear—\$30,000 for the front light and \$10,000 for the rear.

Mr. MANN. Then the fact is this takes \$10,000 more than the \$40,000 already appropriated.

Mr. STEVENS. Yes; that is necessary.

Mr. MANN. How about the light on Kauai Island?

Mr. McCLELLAN. Yes; that is the light on Kalihiwai Point.

Mr. MANN. That is not the first light for the vessels from the west, is it?

Mr. McCLELLAN. Yes; that is the first light; that is the landfall light from the Orient, Mr. Chairman. The Board recommended for two years the placing of a light here on Mana Point on the west.

Mr. MANN. Where is Mana Point?

Mr. McCLELLAN. On the extreme west.

Mr. MANN. And where is Kalihiwai?

Mr. McCLELLAN. Here on the north. This map does not give it, but it is this northern extremity. The proposition is this, that a great many, the majority, of the vessels, instead of going down through channel, they come over here [indicating on map].

Mr. MANN. On the north of those islands.

Mr. STEVENS. This light that you are discussing is not for local traffic?

Mr. McCLELLAN. No; the local traffic, I suppose, will make some use of it.

Mr. MANN. We have provided for a light on Molokai for the vessels coming from San Francisco.

Mr. McCLELLAN. Yes.

Mr. MANN. Now, you want to provide a light for the vessels coming from the Orient?

Mr. McCLELLAN. Yes.

Mr. MANN. What light do they now pick up first coming from the Orient?

Mr. McCLELLAN. There is practically no light; there is a little bit of a light there [indicating on map].

Mr. MANN. There is some light they pick up first?

Mr. McCLELLAN. That is the first light.

Mr. MANN. The first light they pick up is practically at Honolulu?

Mr. McCLELLAN. Barbers Point is about 20 miles from Honolulu.

Mr. MANN. The southwest corner of Oahu Island, is it not?

Mr. McCLELLAN. Yes, sir.

Mr. MANN. They run by Kauai Island without picking up a light?

Mr. McCLELLAN. Yes, sir.

Mr. MANN. Until they come to that channel at Niihau?

Mr. McCLELLAN. Yes.

Mr. MANN. As a matter of fact they mostly go to the north?

Mr. McCLELLAN. Yes; they mostly go to the north.

Mr. MANN. Is that not because it is a little dangerous to run through that channel?

Mr. McCLELLAN. I started to say that the difficulty here is that this land is low. You will recall, Mr. Stevens, that on that northern end of Mana Point there is a long stretch of lowland, though, as I understand, the light there, practically down to sea level, would not have anything like the visibility that this light up here would, which stands up on a promontory. That would be very conspicuous. This light here would serve also sailing vessels working down from the coast. Of course, with the changing of winds from time to time, sailing vessels make the island from all sorts of places.

Mr. MANN. What did we provide for the light station of Molokai last year?

Mr. STEVENS. Sixty thousand dollars.

Mr. MANN. How far along have they gotten with that?

Mr. McCLELLAN. They are only at the point of locating it.

Mr. MANN. They do not know what it is going to cost, then?

Mr. McCLELLAN. No; I do not think they could at this time give you any definite information as to the exact amount. I see they have raised their estimate from \$60,000 to \$75,000.

Mr. MANN. For which one?

Mr. McCLELLAN. They are asking \$75,000 for this Halawa Point.

Mr. STEVENS. That is what they told me when I was out there.

Mr. McCLELLAN. The Board has recommended also that they should put a first-class light at Kumukahi Point, on Hawaii. The Delegate has not introduced a bill for that, because he did not want you to feel that he was asking anything unreasonable. We have, of course, a great many lights to be provided for, and we would be glad to have them provided as rapidly as possible. If you could see your way clear to provide for a light on Hawaii there, of course it would be very acceptable. As between the two, the Kauai light is more important.

Mr. MANN. Where is the light you desire?

Mr. McCLELLAN. The site recommended by the Board is Kumukahi Point, here.

Mr. STEVENS. Is that solely for the Iolo business?

Mr. McCLELLAN. No; it is not; it is for the benefit of all sailing vessels coming from around Cape Horn, and that will continue to be, to some extent, for the benefit of all sailing vessels coming through the canal after the canal is completed.

Mr. STEVENS. Would it not be for steamers going to Tehuantepec?

Mr. McCLELLAN. No, sir.

Mr. MANN. What commerce comes here from the east?

Mr. KALANIANA'OLE. Very little commerce here.

Mr. MANN. I mean what commerce into Hilo?

Mr. McCLELLAN. There are three sailing vessels and one steamer that come here regularly. There is regularly one steamer from San Francisco.

Mr. MANN. How often does that run?

Mr. McCLELLAN. Once a month.

Mr. MANN. They could afford a light there at night in preference to keeping a light for that all the time. What sailing do you have coming from our coast?

Mr. McCLELLAN. There is a line of sailing vessels coming there directly. Their commerce last year—the tonnage—was 150,000 tons out-bound of freight.

Mr. MANN. Out of Hilo, going where?

Mr. McCLELLAN. Going directly to the coast.

Mr. MANN. Where on the coast?

Mr. McCLELLAN. Probably all to San Francisco.

Mr. MANN. Where do the vessels go to that carry the freight now that goes over the Tehuantepec route?

Mr. McCLELLAN. Those vessels sail from almost any of the main ports, wherever the load is finished. A vessel will come in and put half her load on in one place and finish up at another; wherever she finishes she puts forth from there.

Mr. MANN. What sailing vessels go around the Horn bound for Hawaii?

Mr. McCLELLAN. The Sewall ships still go around. There are less in number of those Horn sailing vessels since the Tehuantepec route was established.

Mr. MANN. Will they not be fewer and fewer as far as the sailing vessels are concerned?

Mr. McCLELLAN. That seems to be the tendency.

Mr. MANN. Is there any great demand for a light here for the benefit of some vessels coming across from our coast?

Mr. McCLELLAN. They have no landfall light; they have to work in here.

Mr. MANN. There is no light at Hilo at all?

Mr. McCLELLAN. There are small lights there, but nothing of consequence.

Mr. MANN. They could easily pick up this in the daytime—this island?

Mr. McCLELLAN. Yes.

Mr. STEVENS. That is not a foggy country, is it, in southeast Hawaii?

Mr. McCLELLAN. No.

Mr. MANN. There is a great deal of rainfall?

Mr. McCLELLAN. Yes; it averages about 160 inches a year. You see, the clouds all bank up here against these two mountains, 3 miles high.

Mr. MANN. Can they not see those clouds a long distance away?

Mr. McCLELLAN. Yes, if they can distinguish them. They are not able to distinguish them always from an ordinary cloud bank. However, this need here is not nearly as important as the need here, because the volume of commerce is very different.

Mr. MANN. How about the interisland lights? How fast are they taking them over?

Mr. McCLELLAN. They are taking over 8 or 10 of them a year. There are about 25 of those island lights still maintained by the Interisland Company.

Mr. MANN. How much are they needed? They are maintained by the Interisland Company. What other use is made of them except by the Interisland Company?

Mr. McCLELLAN. In, most cases they have almost the exclusive benefit.

Mr. MANN. Is there any other commerce there?

Mr. McCLELLAN. There are little schooners—sailing schooners—that go about.

Mr. MANN. The Interisland Company—they do not maintain their lights all the time, do they?

Mr. McCLELLAN. They practically do. There may be certain ports where the vessels are coming in at stated intervals. Of course, being maintained at their own expense, they do not feel that they have to keep them up.

Mr. MANN. Not at all. I was wondering whether there was sufficient reason for the General Government taking them all over now.

Mr. McCLELLAN. I would think that there were some cases, possibly, where the company might fairly look after them themselves, but in most cases I would think they would be a fair charge on the Government for the commerce.

Mr. MANN. Do you know how many buoys we have down there?

Mr. McCLELLAN. One whistling buoy, 2 bell buoys, and 22 ordinary buoys.

Mr. MANN. Of course, when we get the new tender those will be kept in very good shape.

Mr. McCLELLAN. Yes.

Mr. MANN. I suppose when we get the new tender there is no reason why we should not maintain all those lights that are really aids to navigation?

Mr. McCLELLAN. I would think so—that with the aid of the tender that could be done.

Mr. MANN. You do not know when the tender is going out?

Mr. McCLELLAN. They have not set any date for it, but I think the latter part of the year.

Mr. MANN. They just passed an appropriation here the other day making available the money to get those tenders out there.

Mr. McCLELLAN. I would suppose that with the coming of that tender that there would be a particular reason why the light-house depot should be constructed, so as to have your materials there all in workable shape. They certainly have worked under great disadvantage by having their materials scattered about as they have been.

Mr. MANN. What great difference is there whether the materials are scattered about or not? They are safe, are they not?

Mr. McCLELLAN. They are getting along as long as they are allowed to use those places.

Mr. STEVENS. Where does the Government own land for a new light-house depot?

Mr. McCLELLAN. I have always supposed that they could be permitted to put up their building on some part of the naval reservation, as the Immigration Board were permitted to do. Their immigration station, you see, down there is on the naval reservation, and there is plenty of room there.

Mr. STEVENS. Is there room for new wharfage or accommodations over toward Tahiti?

Mr. McCLELLAN. No; the wharfage space is all preempted. The harbor is practically all taken up. The Government now is negotiating for taking over that channel wharf, and if that were done I imagine that that would perhaps be available for working headquarters and the light-house tender. But, you see, after the naval station is moved, as we hope it is going to be, now, in the course of a reasonable length of time, you will have those present naval wharves left there.

Mr. STEVENS. Would it not be wise to wait until you see what happens to that Pearl Harbor project? If that goes on, the Navy will not need all those accommodations in Honolulu Harbor.

Mr. McCLELLAN. I understand that that is not for a wharf, but for the buildings.

Mr. STEVENS. The Navy has many buildings, and if they do not need them, the Light-House Establishment can have them.

Mr. McCLELLAN. The only buildings the Navy has there are those coal sheds. They have nothing there except the commandant's wooden cottage.

Mr. STEVENS. Is there not a large wooden storehouse out on the landing near the commandant's headquarters?

Mr. McCLELLAN. Nothing but a wooden coal shed.

Mr. STEVENS. I thought there was quite a large building.

Mr. MANN. Certainly \$40,000 would build a great deal more than an ordinary building.

Mr. KALANIANA'OLE. I should think it would be wise to wait and see what they were going to do about that Pearl Harbor project.

Mr. STEVENS. And another thing, you can not tell just exactly where a building should be placed. If the Pearl Harbor plan goes through the Navy will not need that.

Mr. McCLELLAN. Of course it will be some time before the Navy will move to Pearl Harbor. I suppose it will take them three or four years.

Mr. STEVENS. Even conceding that, you would not want to put up a \$40,000 building that would not be of any use in a few years?

Mr. McCLELLAN. No; if you could not locate the building properly, I think it would be worth while to wait, but with the amount of open space around the naval station, I do not see why it could not be provided.

Mr. MANN. Which would you think the most important, if you could only have one, to provide the depot or the light-house at Kalihiwai Point?

Mr. McCLELLAN. The light-house at Kalihiwai Point.

Mr. MANN. Is there a demand for that from the shipping interests?

Mr. McCLELLAN. From the foreign shipping and from the other shipping. The other people have been talking about that for years; they have not said so much about it, because Mana Point light was the great crying need, but the captains of the vessels and the ship companies have often made complaint to us about it, and we have heard them mention it.

Mr. MANN. Can you give us any idea about how many ships touch at Honolulu during the course of the year, through ships?

Mr. McCLELLAN. The tonnage of deep-water shipping runs about 3,000,000 tons a year. That does not mean entry and departure, but entry.

Mr. STEVENS. You have the Japanese line and the English line, and have you any German ships?

Mr. McCLELLAN. Only occasional ships.

Mr. STEVENS. No regular German line?

Mr. McCLELLAN. No.

Mr. STEVENS. And then the Pacific Mail?

Mr. McCLELLAN. Yes. There are a great many tramp steamers which come along, and of course the army transport line; they are in the same beat.

Mr. MANN. How many lines are there regularly that come from the west?

Mr. McCLELLAN. Three regular lines.

Mr. MANN. Which are those?

Mr. McCLELLAN. The Pacific Mail, the Japanese line, and the Occidental and Oriental.

Mr. MANN. How often do they run?

Mr. McCLELLAN. Sometimes we think they do not run regularly. I would say, roughly, a steamer every ten days.

Mr. MANN. Ten days to two weeks, coming from the west?

Mr. McCLELLAN. Yes.

Mr. STEVENS. Where does the British line—the Vancouver line—run?

Mr. McCLELLAN. They approach Honolulu from the southwest.

Mr. STEVENS. From Australia?

Mr. McCLELLAN. And this light would not concern the Canadian-Australian line, because they come down through the other channel.



Mr. STEVENS. Does not the Oriental and Occidental Line also come in from the southwest?

Mr. McCLELLAN. No; they come from Yokohama direct.

Mr. MANN. Do you know anything about the shipping that comes from the west, as to whether they stop, any of them, at the Midway Islands? I mean whether they pick up the Midway Islands at all; I do not mean stop; but do they pick up the Midway Islands?

Mr. McCLELLAN. They occasionally speak them. I notice occasionally in the papers that they will speak of having sighted the Midway Islands, but that is not their regular run. Ordinarily they would not sight the Midway.

Mr. STEVENS. The afternoon that we went down to that cable steamer the captain told us that the reason they had trouble with their cable there was because there was no communication between Honolulu and the Midway Islands for three or four weeks at a time, so I presume that they do not.

Mr. MANN. The reason I asked was, we have propositions presented to us to establish an expensive light-house service on the Midway Islands. I wondered whether it was exclusively for the benefit of one cable ship or whether there was any commerce that would pick up the light there.

Mr. McCLELLAN. I do not know of any regular commerce.

Mr. STEVENS. The Tefu people did not say anything about it when we were over there.

Mr. McCLELLAN. That is outside my bailiwick, and I could not be authority for any shipping.

(Thereupon, at 4 o'clock p. m. the subcommittee adjourned until Thursday, April 2, 1908, at 10 o'clock a. m.)

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COMMITTEE ON INTERSTATE AND FOREIGN COMMERCE,  
HOUSE OF REPRESENTATIVES,  
*Thursday, April 2, 1908.*

The Subcommittee on Light-Houses met at 10.30 a. m. for the purpose of the consideration of certain bills relating to light-houses, Hon. James R. Mann presiding.

LIGHT-HOUSES.

STATEMENT OF MR. E. R. SHARWOOD, SECRETARY OF THE  
PHILADELPHIA MARITIME EXCHANGE.

Mr. MANN. I believe there are some gentlemen here to-day from Philadelphia.

Mr. SHARWOOD. I would like to be heard for a short time in connection with the bill H. R. 16989.

Mr. MANN. That is the Bingham bill.

Mr. SHARWOOD. Yes, sir. By way of preface, I will state that the Maritime Exchange of Philadelphia is a corporation organized for

the advancement of the commercial interests of the port of Philadelphia, and of course the matter of navigation largely affects the business community. At the request of General Bingham we prepared this bill and we have based the figures on the annual report of the Light-House Board and its estimate.

The first item in the bill is for the improvement to the buoy depot at Edgemoor. This depot is the headquarters for a district which extends over four States, Pennsylvania, Delaware, New Jersey, and Virginia. The wharves at the present Edgemoor depot are not sufficient in capacity to accommodate the tenders and light-ships of the district, nor is it supposed that one wharf will be sufficient for the conduct of the business at that point. Section 1 provides for additional land for a much-needed extension of the light-house depot, and for the removal and reconstruction of the bulkheads and wharves, and to carry on the necessary work. This item amounts to \$41,000. We can explain the figures.

Mr. MANN. Do you have any special knowledge in reference to this yourself?

Mr. SHARWOOD. Yes, sir; I have taken pictures of it and have gone into the matter. I can see how it aids navigation to have light-house depots. Without them it is almost impossible to carry on the business.

Mr. MANN. Of course, everyone knows that. Any information that we may need from the Light-House Board we can obtain it from the officers of that Board.

Mr. SHARWOOD. I explained that we represent the commercial interests of the city of Philadelphia.

Mr. MANN. If you have any special information that you can give us about this, we would be very glad to have it. Information obtained from the Light-House Board would not help us much, because we have that already.

Mr. SHARWOOD. This is simply an argument in favor of it.

Mr. MANN. Do you regard this as the most important thing in that district?

Mr. SHARWOOD. Yes, sir.

Mr. MANN. Is it more important than any of these things?

Mr. SHARWOOD. Yes, sir; it is the most important thing at the present time.

Mr. MANN. Are you satisfied with the location of this depot?

Mr. SHARWOOD. I think its location is very satisfactory.

Mr. MANN. You want two keepers' dwellings over there?

Mr. SHARWOOD. That is a subject about which I do not think I am entirely competent to speak.

Mr. MANN. Then we will not ask you anything about it.

Mr. SHARWOOD. They are not keepers' dwellings. They are custodians' dwellings. That property is left without a caretaker at night and on holidays, and some one should be there.

Mr. MANN. Do you not think it is a matter of great neglect that men at these light-houses go away and stay during holidays?

Mr. SHARWOOD. I am not in a position to criticise the Light-House Board.

Mr. MANN. We do not want to criticise anyone.

Mr. SHARWOOD. The gentlemen of the Light-House Board ought to know their business. It stands to reason that it should be guarded day and night.

Section 3 provides for the erection of oil houses. We are of the opinion that oil should not be stored in the general warehouse of the depot where there is rope and things of that kind. We should have a separate oil house erected. At the present time there are 10,000 gallons of oil stored among rope, buoys, and things of that kind.

Mr. MANN. If that is true it is very negligent, but I do not think it is the case.

Mr. SHARWOOD. We have a photograph here showing the oil stored. It is all in the same building.

Mr. MANN. In the same building?

Mr. SHARWOOD. Yes; it is a wooden building. It is right on the second floor and the oil is stored in the lower part. I have here a photograph of the depot as it appears. I would like to present this picture to you. I have had them fastened together so that you can see what they look like.

Commander HELM. The mud comes out from the inside and fills this up, so that a tender can not get close enough to get her stern inside.

Mr. MANN. How does this mud get in there?

Commander HELM. It comes out of the river. It comes round the dock and fills in.

Mr. MANN. That must be a very poor location for a light-house depot.

Mr. ESCH. How much is the tide there?

Commander HELM. The rising tide is 6 feet.

Mr. MANN. How often does it need dredging?

Commander HELM. I do not know. I know that it is filled up at the present time. I went up there and looked at that.

Mr. MANN. How can that filling in be prevented?

Commander HELM. If we would remove that wharf so that a vessel could have enough room it would be better. A vessel should have a clear berth there.

Mr. MANN. What occasions that mud there?

Commander HELM. It is caused by the settling of the water.

Mr. MANN. You are not going to have the water cleansed?

Commander HELM. It is like everything else. There is nothing to do but to get it out.

Mr. MANN. How many times has that been done?

Commander HELM. We would dredge it out in the spring if we had the money, and we would move the wharf so as to make a clear place to put in vessels.

Mr. MANN. Do you think it is a desirable place to have a light-house if it must be dredged out?

Commander HELM. That must be done anyway. Owing to the amount of commerce carried on there, it must be dredged out all the time.

Mr. MANN. I do not know of any place where that is done where they have no current.

Commander HELM. We usually have a current.

Mr. MANN. I did not think so.

Mr. SHARWOOD. Wherever there is a rise and a fall there is a current.

Mr. MANN. This is not in the Delaware River.

Mr. SHARWOOD. Yes; it is in the Delaware River.

Commander HELM. There is an eddy there which deposits mud.

Mr. SHARWOOD. Section 4 refers to the removal of the lights. It is made necessary by a change in the channel of the Delaware River. The engineer made that change in making improvement in the channel.

Section 5 provides for an increase in the limit of cost, which can be explained by the officers of the Light-House Board.

Section 6 provides for temporary light at Goose Island Flats, \$16,000. Some years ago an estimate of \$85,000 was made and \$40,000 was appropriated for the construction of a permanent pier at Newcastle, Del. After a conference of all of the parties interested, together with the engineers, who stated where the lights could conveniently be placed, it was decided finally to ask for so much as might be necessary for a temporary light.

Mr. MANN. Where is that light?

Mr. SHARWOOD. It is at Goose Island Flats. That is section 6 of the Bingham bill.

Mr. MANN. Do you feel pretty confident this time that that is what you want? We have had at different times six or seven different propositions from chambers of commerce and others about this light.

Mr. SHARWOOD. We have been in the hands of the Government engineers who had charge of the improvement of the river.

Mr. MANN. I appreciate the difficulty you have had in determining what to do.

Mr. SHARWOOD. It is almost impossible to determine it.

Mr. MANN. We have had half a dozen different bills relating to Goose Island Flats, and we have had three different recommendations from the Light-House Board within three months' time, and I apprehend that each one perhaps may be a little wiser than the preceding one. We have provided this light with an appropriation of \$85,000, and we have appropriated \$40,000. That was done after most thorough consideration of the subject on the part of the Light-House Board and the chamber of commerce.

Mr. SHARWOOD. I think that arrangement would be satisfactory.

Mr. MANN. We have also heard from the marine interest. Do you think that if we make this change now that it will last any length of time?

Mr. SHARWOOD. I think it would last for a long time. It may be that a permanent light will not be necessary.

Mr. MANN. When did they change their opinion about it?

Mr. SHARWOOD. After this conference.

Mr. MANN. Conference with whom?

Mr. SHARWOOD. With the United States engineers and with the general Light-House Board, or the local representatives of the Light-House Board who were present. Among those present were the merchants, pilots, and others interested in the commerce of the Delaware River.

Mr. MANN. They had just reported shortly before that asking for an appropriation of \$45,000 to carry out the original project.

Commander HELM. We did not know anything about the change in the project. The Light-House Board had nothing to do with it. They want authority to use the present appropriation which has been requested in the urgency deficiency bill.

Mr. SHARWOOD. Only a part of the channel has shifted.

Mr. MANN. Have you now changed the channel?

Mr. SHARWOOD. A recent act of Congress, the river and harbor bill, provided for the widening of channels, among them the Delaware channel. They provided for quite extensive widening of the channels. If they built a light-house on the ocean now and undertook to light it it would be right in the middle of the channel and would be an obstruction to navigation.

Mr. MANN. Will you be satisfied if we provide for the repeal of the appropriation of \$85,000 for lights and appropriate \$15,000 for a temporary light?

Mr. SHARWOOD. No, sir; I do not think that would be wise. We only ask for \$15,000 for temporary light.

Mr. MANN. You never could complete the other within the limit of the appropriation. If you do not need it, very well.

Mr. SHARWOOD. That is a question for the engineers to answer. I think the temporary light asked for will be fully sufficient.

Mr. MANN. Suppose we provide for a temporary light and repeal the other provision.

Mr. SHARWOOD. That is in the hands of you gentlemen to say. I would rather that the engineers would be consulted. I am not in a position to answer that from an engineering standpoint.

Mr. MANN. That is not a question of engineering.

Mr. SHARWOOD. I think it is.

Mr. MANN. As to whether a temporary provision will be sufficient.

Mr. SHARWOOD. It will be sufficient for a long time to come.

Mr. MANN. Take the next item.

Mr. SHARWOOD. Section 7 provides for an appropriation of \$25,000 to erect a new iron tower at Reedy light station, which was the original place of the light station, but it has since been changed. This range light there is very important.

Mr. MANN. They reported that the Finns Point light could be abandoned and moved. What is the necessity of keeping it there?

Mr. SHARWOOD. It was found that the range could not be seen. The Finns Point range reached out toward Reedy Island. The new Reedy Island range proposed to cover the same territory, but it was not able to do it.

Mr. MANN. Has not an appropriation already been made for the Reedy Island range?

Mr. SHARWOOD. Ninety thousand dollars was appropriated for three ranges some years ago.

Mr. MANN. When was that?

Colonel CASEY. The act was approved June 6, 1900. It was to cost \$90,000. On March 3 an appropriation was made of \$60,000 and June 28, 1903, an appropriation was made of \$30,000. The amount wanted now is \$25,000. The reason for it is that all the work has been completed. The purchase of a new tower which will cost \$19,500 becomes necessary. We also need \$5,500 to complete the work due to an increase in prices.

Mr. MANN. From what are you reading?

Colonel CASEY. I am reading from notes I have made.

Mr. SHARWOOD. Section 8 limits the cost of building the shoals.

Mr. MANN. Don't you think that that is a matter that ought to receive some attention? Did you say that you consider the light-house depot the most important?

Mr. SHARWOOD. This bill was written with the understanding of all the parties in interest and we give them in the order of their importance. All these points to which you object will possibly be brought to your attention by the commercial interests of Philadelphia. They are coextensive and coordinate with the improvements and developments of ocean commerce and are made necessary thereby.

Mr. MANN. How much development has there been in the ocean commerce of Philadelphia within the last three years?

Mr. SHARWOOD. There has been quite a considerable change.

Mr. MANN. You say there has been a change caused by the recent increase in commerce. How much increase?

Mr. SHARWOOD. There has been an increase of 25 per cent to 50 per cent.

Mr. MANN. And how much increase has there been in the draft of vessels in that time?

Mr. SHARWOOD. They have been increasing from a draft of 25 feet up to almost 30 feet.

Mr. MANN. Within the last three years?

Mr. SHARWOOD. I think so.

Mr. MANN. You had no vessels of that draft three years ago?

Mr. SHARWOOD. I am talking about the Delaware River.

Mr. MANN. What we would like to know is what you think you can do there that will stay? We have been making appropriations for the Delaware River for several years, and I think we have hardly made one that has not been changed before the ink was dry on the appropriation act.

Mr. SHARWOOD. All the harbors on the Atlantic, and probably on the Pacific seaboard, are continually asking to be helped in connection with the deepening of water for navigation.

Mr. MANN. I do not wish to criticise anybody, but we would like to be reasonably assured that if we provide a thing that it is going to stay there. Your city is the only one that is urging these changes.

Mr. SHARWOOD. Has not New York just procured a depth of 40 feet? This change is due to the improvement of the Delaware River.

Mr. MANN. If you are changing the Delaware River so rapidly, don't you think you had better wait until you can get something that is to be permanent?

Mr. SHARWOOD. In the meantime our commerce would go to rack and ruin.

Mr. MANN. You have been getting along up to this time.

Mr. SHARWOOD. I think that the rapid increase in marine improvement should urge us to keep up.

Mr. MANN. In the case of New York we provided for practically complete plans for lighting the new entrance to the harbor. It will probably be changed only slightly. Your appropriation has not been spent, and yet you are asking for a change. Perhaps your plans, after they are finished, will need changing again. We were assured that you would have no difficulty after your plans were made.

Mr. SHARWOOD. We find in the Delaware River that we have an appropriation that has not yet been touched. At Goose Island we want to institute a temporary light until the permanent one can be established. In a case of a great many of the appropriations it was found that the cost of construction had increased. We have not had enough appropriation to meet the increased expenses.

Mr. MANN. Who estimates on the cost of construction?

Mr. SHARWOOD. I should say it is the Light-House Board. I do not think we are asking for too much, but we would like to feel certain that when something is provided it will be in the nature of a permanent structure.

Mr. MANN. Almost every item in this bill is to provide for something that has already been authorized.

Mr. SHARWOOD. It may be that the items have been mixed in some instances. I think that if you allow the items now in the bill it will be permanent.

Mr. MANN. That may be. My idea is that the Delaware River is entitled to good lights. The gentlemen who have appeared before us have told us exactly the same thing that you are telling us. If it had been planned more satisfactorily it would have been permanent. Unfortunately, the membership of the Light-House Board is continually subject to change and the views of the chamber of commerce sometimes change. By the time we get ready to come in with a bill a proposition is made to change it. Is there any way of ascertaining just what ought to be done?

**STATEMENT OF COMMANDER J. H. HELM, NAVAL SECRETARY OF THE LIGHT-HOUSE BOARD, AND COL. THOMAS L. CASEY, ENGINEER SECRETARY OF THE LIGHT-HOUSE BOARD.**

Mr. MANN. As we proceed, you can give us information if you have it, and if you have not you can say so, in order that there will be no delay.

Colonel CASEY. I have here a series of notes made out in reference to various things, and I will read them when necessary. The first item is Clarks Ledge, at the entrance to St. Croix River, Maine.

Mr. MANN. You ask for a light and fog-signal station, \$50,000. Is that item absolutely necessary?

Commander HELM. It is the most important thing we ask for on the coast of Maine or Massachusetts, with the exception of the two tenders. This is quite an important point. There is a very considerable navigation there, and it is very desirable to have a light at that point.

Mr. MANN. Of course it is in American waters?

Commander HELM. Yes, sir.

Mr. MANN. How far is it from the Canadian border, and what commerce is there?

Commander HELM. It concerns all the commerce that enters that river. It is a rough coast.

Mr. MANN. How have you gotten along so far without it?

Commander HELM. Just as they do with everything else. They could get along without it, but if we are going to put a light-house on the coast of Maine we think that that is the most important point on which to put it.

Mr. MANN. Is there as much commerce there to-day as there was fifty years ago?

Commander HELM. I do not know.

Mr. MANN. Why does it cost \$50,000? What kind of a light do you propose to put there?

Commander HELM. We have the items of cost here, which I can read.

Mr. MANN. Give it roughly. How much is it for foundation and how much for superstructure?

Colonel CASEY. It includes foundation, superstructure, and a fog bell.

Mr. MANN. What does the ordinary light-house superstructure cost?

Commander HELM. It varies greatly according to circumstances.

Mr. MANN. Why should it vary so enormously?

Commander HELM. It depends on the type of light, the height of the tower, and the difficulty of the foundation.

Mr. MANN. I have reference to the superstructure.

Commander HELM. We have different kinds of superstructure.

Mr. MANN. Which is the most expensive?

Commander HELM. The most expensive is doweled masonry, such as we put in at Boston Harbor.

Mr. MANN. Is there any great difficulty about building a foundation?

Commander HELM. No, sir; the foundation is made of rock.

Mr. MANN. I do not see why it should cost \$50,000.

Commander HELM. That is about what it will cost.

Mr. MANN. We usually make an appropriation of from \$10,000 to \$18,000, and you ask for \$50,000.

Commander HELM. We rely on the reports of the district engineers on that question. They have expert engineers figure on it and they submit their careful estimate as to the number of cubic yards of masonry, and then give a résumé of the cost.

Mr. MANN. Does the cost vary so exceedingly between Maine and New York?

Commander HELM. It costs more in some places to get the material there and get it on shore. Sometimes the cost is small and sometimes the cost of handling is high. It varies according to the distance. They have taken that into consideration.



Mr. MANN. How high is this to be?

Commander HELM. It is to be high enough to look over the island.

Mr. MANN. How many feet in height?

Commander HELM. About 65 or 70. It must be made very substantial to stand the storms and ice of the Maine coast.

Mr. ESCH. You have a tide in places of about 18 feet.

Commander HELM. Yes; I do not think the estimate is too much.

Mr. MANN. The next is Buckell Island entrance, to cost \$18,000.

Commander HELM. That has been in there for Buckell Island and Boone Island. There is no particular importance or immediate hurry in that case. I have not heard very much about it, and nobody has been calling for it. I think some of these items will be left out next year. If you give us anything, we want that light at Clarks Ledge. That is of the first importance. We need the two tenders for use in the second light-house district.

Mr. MANN. Do you intend to use both in the first and second districts?

Commander HELM. Major Burr is stationed at Boston, and if you give us a tender it will be the only one that will be allowed for Boston. The other tenders are an entirely separate proposition: It is for the inspector at Portland.

Mr. MANN. At the first district you have only the *Myrtle* and the *Geranium*?

Commander HELM. The *Geranium* is unseaworthy. The inspector is afraid that if he should go to sea some people might be drowned.

Mr. MANN. You do not expect to get two tenders in one year?

Commander HELM. We need them badly. That is rough water and we need good boats.

Mr. MANN. How many new tenders have been provided in recent years?

Commander HELM. Coming down to the third district in New York, that was the only tender that was built recently. The sixth district got one. We have had only two tenders for a long while. The old *Geranium* was built in 1863. The *Myrtle* is an old boat, having been built in 1872.

Mr. MANN. It was built in 1872. That is not an old boat.

Commander HELM. That is pretty old for a boat.

Mr. ESCH. Has she a steel hull?

Commander HELM. No; probably not. Steel hull is a recent thing. They were not built in those days.

Mr. MANN. In your opinion, which is more needed, a new tender in place of the *Geranium* or a new tender in place of the *Myrtle*?

Colonel CASEY. We tried to fix that in the office. We need both.

Mr. MANN. Which do you think is most urgent?

Commander HELM. The *Geranium* was built back in the sixties. If there is not another tender provided, the *Geranium* would have to have orders to help the engineer out.

Mr. MANN. I have heard that ever since I have been in Congress, about eleven years, and still they keep on using the tenders.

Mr. MANN (to Colonel Casey). Which do you think is the more needed?

Colonel CASEY. I can tell you after I look up the subject more thoroughly. I can not tell you now. I am not familiar enough with the question of tenders.

Mr. ADAMSON. The younger of the two is 35 years old.

Mr. MANN. Which is the more necessary for the Light-House Service?

Colonel CASEY. I think the navy tender is more important. They have a great many lights to supply with oil and material and the new construction work for which we employ tenders is nearly all finished.

Mr. MANN. Is the engineer also the engineer for river and harbor improvements?

Colonel CASEY. Yes, sir.

Mr. MANN. Does he have a river and harbor tender?

Colonel CASEY. No, sir.

Mr. MANN. Has he no kind of a boat?

Colonel CASEY. He has a little boat in which he can get around Boston, but none in which he can go to sea.

Mr. MANN. The *Myrtle* is a wooden screw steamer.

Commander HELM. I have not seen the *Myrtle*. I knew that there were no steel hulls built in those days.

Mr. MANN. If you could report one of these in a House bill, the Senate would probably insert the other, and then leave in the one which the Senator wants. I think you ought to have a new one there, but we can not give you two.

Commander HELM. It is rough water in getting to the buoy and we ought to have a first-class boat.

Mr. MANN. Perhaps it would be easier to authorize the first and second districts than simply the first one.

Colonel CASEY. I think the one for the Navy is more important, because they have buoys to attend to in that rough, icy water.

Mr. MANN. We will now take up the second district. You want a light and fog signal at State Ledge, Boston Harbor.

Commander HELM. That is an old recommendation.

Mr. MANN. Can you get along without it this year?

Commander HELM. No pressure is being brought to bear for it. Nobody is asking for it.

Mr. MANN. How about the pier at Gloucester Harbor?

Commander HELM. It is an old recommendation, and we are going to leave it out next year. We are going next year to work along the lines suggested by you. If you are going to do anything around Boston, State Ledge would be the most important.

Mr. MANN. We will now take the third district. You want fog signals at Dumplings, off Bull Point?

Commander HELM. It is not the most important thing.

Mr. MANN. You do not consider it the most important?

Commander HELM. No, sir.

Mr. MANN. You can get along without it, can you?

Commander HELM. Yes, sir.

Mr. MANN. How as to Plum Beach, Rhode Island?

Commander HELM. It is finished out of the present appropriation.

Mr. MANN. The next is Southwest Ledge, Connecticut.

Colonel CASEY. That we consider as rather important. Appropriations have been authorized for \$116,000 and there has been appropriated only \$16,000. The additional amount wanted is \$55,000.

Mr. MANN. You do not want any change in that item?

Colonel CASEY. No; we are not asking any more.

Mr. MANN. You can go to the Committee on Appropriations for that.

Colonel CASEY. We did that and got turned down.

Commander HELM. They told us that we could make a contract and get the money afterwards. Plans have been completed and we have advertised for bids.

Mr. MANN. By whom?

Colonel CASEY. By the district engineer. The Department of Commerce and Labor has been given authority to advertise for bids. The station will cost \$115,000. This has been appropriated and the balance of the total amount authorized is what we want.

Mr. MANN. Can you use it?

Commander HELM. It is possible that it may be completed and it is possible that it may not be.

Mr. MANN. Is there very much likelihood that it will be?

Commander HELM. No; I have given directions to make the contract.

Mr. MANN. If you should go ahead and should run short of money for any reason, it could be carried in a deficiency bill next fall, and otherwise it could be carried in the sundry civil bill next year.

The next item is Negro Point. How about this light and fog-signal station at Negro Point?

Commander HELM. That, sir, is of some importance. We have it marked "No. 3." If we can get what we ask for at Negro Point, we would like to have it, but what comes after this, down there at Tompkinsville in connection with the light-house depot, is more important.

Mr. MANN. Staten Island light-house; that is an approved authorization. Hunts Point, East River, light and fog-signal station; how about that?

Commander HELM. That is of no great importance; Negro Point comes before that; Negro Point is the one of importance there.

Mr. MANN. And Jeffreys Hook, Hudson River?

Commander HELM. That is less important still.

Mr. MANN. Iona Island light, Hudson River?

Commander HELM. That is not of importance.

Mr. MANN. What do you want to say about the light-house depot?

Commander HELM. I want to say that the improvement of that depot, like the Philadelphia one we have considered, is of the utmost importance. Everything, except one of the lights, we have under way. The light-house depot is of more importance than other new works.

Mr. MANN. Of course every man who goes into the Light-House Service now is taken with some one side of it. I appreciate the fact, I think, because I am very much that way myself; I get a notion that some one thing needs reform more than anything else. Are you not a little afraid that you have the notion that the light-house stations need fixing up more than anything else?

Commander HELM. I think there has been little attention given it heretofore, and I have been surprised to see the condition the stations are in.

Mr. MANN. You are very urgent about a light-house station over in New York?

Commander HELM. Yes, sir.

Mr. MANN. And on the Delaware?

Commander HELM. Yes, sir.

Mr. MANN. And another light-house station, I believe, on Lake Michigan?

Commander HELM. Oh, that on Lake Michigan is only to fix up a wharf that is tumbling down into the lake.

Mr. MANN. And a light-house station in California some place?

Commander HELM. Yes, sir.

Mr. MANN. A light-house station down in Texas, and all the rest of them; I just happened to call these to mind. Do you think we can afford to start in with those?

Commander HELM. Yes; they are all of the greatest importance, and I know exactly what I am talking to you about when I speak of that light-house depot at New York and the one at Philadelphia, and I know the needs; I have had experience along those lines; it was a surprise to me to come here and see how little they have got in this respect and how inconvenient they are and how much money they have been throwing away in connection with these light-ships, and so forth, and in the repairs and all that.

Mr. MANN. These stations do not have anything to do with the repairs to light-ships.

Commander HELM. Yes, sir; with these ships.

Mr. MANN. What do they have to do with the repairs to light-ships?

Commander HELM. We want them to come in there and make the ordinary repairs there.

Mr. MANN. Do you want to establish a mechanical plant there?

Commander HELM. We have it in New York to a certain limited extent.

Mr. MANN. How much of an extent? You do not expect to establish a shipyard at each of these light-house stations, do you?

Commander HELM. Not a big shipyard, but for ordinary repairs; yes, sir. Before you could go out and make bids for this work we could have the work all completed in that yard in a very short time.

Mr. MANN. If you are going to do it for New York, will you not have to do it for every other place?

Commander HELM. In New York the people would come over there from adjoining districts. It is the most important depot.

Mr. MANN. Then you want \$20,000 to provide a new carpenter shop and wharves and blacksmith shops over at the New York lighting station; is that it?

Commander HELM. Yes, sir.

Mr. MANN. And \$40,000 for extensions of the wharves and piers?

Commander HELM. Extension of blacksmith shops \$20,000; it was not forty.

Mr. MANN. That is what I said, \$20,000.

Commander HELM. And the wharves \$40,000, and the spar shop \$3,000.

Mr. MANN. And you want a dump scow for \$7,500?

Commander HELM. Yes, sir.

Mr. MANN. Which of these things do you consider the most important?

Commander HELM. There is another item of a little dry dock over there. There was a letter written about it; I do not know whether it was written in here about it, but it was sent in by the Department.

Mr. MANN. I do not see anything in this report about it.

Commander HELM. It was made out since that report was made, but we sent it in with a special letter.

We would like to get in there a small dry dock, lift dock, and if you ask as to the importance, I would say those quarters are nice things to have; I do not think those quarters are absolutely essential, but I think that to get that place in good shape to handle these vessels we have, and to save time and money in making minor repairs, that the dock and the blacksmith shop and the wharves and shed are very important.

Mr. MANN. You really think we ought to establish a light-house shipyard over there?

Commander HELM. By all means; yes, sir.

Mr. MANN. And the dry dock and everything of that sort?

Commander HELM. I do not mean to go in for a big merchant affair, but for our own purposes.

Mr. MANN. For repairing your own ships?

Commander HELM. Yes, sir; to a certain extent we can do it; I know it. I do not want to talk about my own affairs, but I had one of these built at Manila, and I know exactly what I am talking about. I will take one of those tenders that needs repair and I will put it on the ways and have it repaired before you could go out on the market and get bids and award the contract.

Mr. MANN. That is not our observation of the way they do things in Government shipyards.

Commander HELM. That is mine.

Mr. MANN. We have a naval shipyard over there; why can not you send them over there?

Commander HELM. You can do it before you can send them up there. It is for minor work that nobody would bid on, a job, say, that would only cost about \$5. I never saw anybody who bid for anything less than \$5. Many of those little things have to be done all the time; to haul out and paint the vessel is a very small matter, but to send away and get bids, and all that sort of thing, takes a long time.

Mr. MANN. If we do that for vessels right there, we will have to do the same thing for every one of the light-house districts.

Commander HELM. No, sir; because they have not the number of vessels we have.

Mr. MANN. It would not be very much trouble to send them to the Boston yard to get whatever little repairs you need.

Commander HELM. There is supposed to be a general store down there in Boston, but when a light-house is being built and fitted out, it will be a sort of headquarters there in New York, and it is sent down there. But in the same way we have done work for the other districts in New York, the fourth, fifth, and sixth districts.

Mr. MANN. You have plenty of shipyards over there now, and you can easily get your vessels in a shipyard, and yet you propose to have the Government establish a new kind of a shipyard; that is what it amounts to.

Commander HELM. A shipyard usually means a yard of some extent, but this is a little bit of a plant and does not mean an extensive shipyard; it means a plant for minor repairs such as you save time and money on by having them done right there.

Mr. ADAMSON. You might have a little blacksmith shop.

Commander HELM. We have one.

Mr. MANN. And the moment you give them a blacksmith and carpenter shop, then you have to give them something to do.

Commander HELM. There is another point, too. When we had trouble in getting buoys over there—that was before my time—they ran the price of buoys up, and we got a little plant and found we could make buoys and did make them, and down came the price. I did the same thing in Manila. It was just a case of the people taking advantage of the Government and running the price up.

Mr. MANN. You think that is one of the reasons why you want this over there?

Commander HELM. That is one good reason; it is a square reason; yes, sir; but the main point is to get this little plant in such shape that you can have your tender in such shape that you can repair it quickly and save time and money both.

Mr. MANN. Do you need this \$20,000 to build dwellings for the inspector and engineer?

Commander HELM. It is desirable, but the least important of that lot.

Mr. MANN. Why is it desirable?

Commander HELM. In order that you can keep the people attached to the station on the ground in case of a fire or in case of any emergency.

Mr. MANN. This is for the inspector and engineer of the district?

Commander HELM. The assistants, it was put down; I did not make the estimate; it was put down that way so that they can keep the inspector and assistant inspector in the grounds.

Mr. MANN. What are the duties of the assistant engineer over there?

Commander HELM. As assistant to the engineer; they call him assistant to the engineer. Colonel Casey can tell you more about the details, but he is the next man to the engineer in charge.

Mr. MANN. Do they have assistants to the engineers in other districts?

Colonel CASEY. Oh, yes, sir.

Commander HELM. They have them in all districts.

Mr. MANN. The same way about inspectors?

Commander HELM. No, sir; that is the only one.

Mr. MANN. Is there any place where we provide a dwelling house for the assistant to the engineer now?

Commander HELM. Not that I know of.

Colonel CASEY. It was only in this case because it is a depot where it is inclosed and there is Government property.

Mr. MANN. How far is it from habitations?

Colonel CASEY. Right outside the walls of this establishment; they generally live in town.

Mr. MANN. There is no trouble, then, about the assistant finding a place to live?

Colonel CASEY. The assistant secretary says it is important to have them in on short calls if it is necessary.

Commander HELM. I stated that it would be of the first importance, but I simply wanted to get it in there because when some of them are absent it is important to get them in the yard; fire is the first item of necessity.

Colonel CASEY. I think we had better leave that for a fat year.

Commander HELM. The other items, I think, are important. The station, as accommodation for vessels there, is not sufficient to answer the purposes; it has been overcrowded since I have been there, very materially, delivering stores on vessels for other districts and other work of that kind.

Mr. MANN. How about the light-house depot at San Juan?

Commander HELM. There is a letter about that which just came the other day. We have a new tender for San Juan now and propose to put that district in shape. Of course we have to have a storehouse down there now.

Mr. MANN. They told us when we provided the tender down there that after they got the tender it would be a great deal less expensive to operate that district.

Commander HELM. They are not doing anything down there now, letting it go to pieces, paying the keepers' salaries, and have four men to go out in the navy tug when they can get it. It depends on the tender to get the district in shape.

Mr. MANN. Can you not get the navy tug when you please? There is a naval vessel and a revenue cutter down there with nothing in the world to do.

Colonel CASEY. She is not especially fitted for putting buoys down.

Commander HELM. The Navy have given up the tug, which is the best they can do, whenever they can spare it; the revenue cutter we know nothing about.

Mr. MANN. Supposing we do not authorize you to build a new storehouse down there, what will you do?

Commander HELM. I do not know, sir; we will have to still go around and see if we can borrow or rent.

Mr. MANN. You think the Navy will put you out?

Commander HELM. That is what they say, sir; of course I do not know. We would go and ask them again and go begging, that is all. But still, at the same time, it seems to me that some place to put supplies and buoys and work from ought to be established.

Mr. MANN. You do not know where you want to put the light-house station, do you?

Commander HELM. Yes, sir; I know exactly.

Mr. MANN. Where?

Commander HELM. Here is a plan of it right here. I have a chart and can show you the position more generally, if you like.

Mr. MANN. Where is the present station? Is it on here?

Commander HELM. No, sir.

Mr. MANN. What is the property that you propose to put it on?

Commander HELM. Part of a reservation of the Navy Department used for light-house purposes.

(Commander Helm explained the map to the committee.)

Mr. MANN. Can you do this for \$15,000?

Commander HELM. That struck me as a very small amount. It is small; yes, sir.

Mr. MANN. That would be for the warehouse and the wharf, I suppose?

Commander HELM. Yes, sir. That is as far as we have gotten, and it seemed to me, as soon as I saw it, that that was a very reasonable request.

Mr. MANN. Who is the engineer down there?

Commander HELM. Colonel Potter, the engineer in New York Harbor, who is in charge of that also.

Mr. MANN. Oh, I know; but I mean down there.

Commander HELM. There is an army engineer, and a civilian named Sterling.

Mr. MANN. Maybe he is willing to do the work on a civilian basis.

Commander HELM. Sometimes that is pretty high.

Mr. MANN. You really need that down there, do you?

Commander HELM. It looks to me so; yes, sir.

Mr. MANN. You want \$15,000?

Commander HELM. And I expect they will be asking for more by and by, because that looks pretty small; but that will start them, when they get the tender.

Mr. MANN. They say they have made plans and specifications and test borings.

Commander HELM. Yes, sir; and put up a little shed down there of some sort, with a carpenter shop, with a few dollars.

Mr. ESCH. While you are on this third light-house district—Senator Wetmore and Congressman Capron appeared before us with reference to these Point Judith lights. Have you anything to say about them?

Commander HELM. Point Judith light buoys?

Mr. ESCH. Yes.

Commander HELM. There is a fog horn and light on Point Judith itself, but the distance that the boats run around is something over a mile and a quarter or two miles; they run outside there, and in foggy weather, many times, they would like to have something closer to make the turn around, and something less than a year ago the Light-House Board authorized the International Marine Signal Company of Ottawa to plant a buoy off Point Judith and another one off Gedney channel in New York for experimental purposes, and these buoys seemed to take with the shipping interests, but when the time came to buy those buoys or to take them away it put the Board in a very bad position. For this one off Point Judith the company wants \$16,000, and the Light-House Board did not think, and the Department of Commerce and Labor, especially, did not think, that it was worth that money, and then we found out also that we did not have the money available even if it was worth that money, so we had to tell the company to take them away. Then came all this opposition to it, giving us a good deal of trouble, and finally we bought a couple of smaller buoys from the same company, and I have placed one of them off Point Judith, and we will work to the best of our means and ability to get two large buoys, one for the point and one ready to relieve that in case of accident of any kind. They cost so much that the general appropriation, unless they make it bigger than we think for, will not permit us to go into the buoy business to any extent, and we told them they would have to get a bill.

Mr. ESCH. The intention was that they use the acetylene buoys and then would have to remove them in order to charge them, and they ought to have one in reserve in order to take the place of the one being recharged, and the two would come to \$30,000.

Commander HELM. I think we can get them a little less than that, as a matter of fact, now, but as to those two largest buoys it is neces-



sary to charge them; then they have to be cleaned out of water, the same as an iron ship, and it is necessary to have an extra one put in the place of the one taken away.

Mr. MANN. How many of those buoys have you in use?

Commander HELM. The Board owns only six at the present time, which are all in the third district.

Mr. MANN. How many of them have you permitted people to furnish to you to test and put around in different places temporarily?

Commander HELM. This company were allowed to put one on Point Judith and one on Gedney channel, in New York, and one on Cape Henry.

Mr. ESCH. A whistling and bell buoy?

Commander HELM. Yes, sir.

The CHAIRMAN. Do you not think it is a rather unsafe business to get into that practice?

Commander HELM. To let them do it?

Mr. MANN. Yes.

Commander HELM. Personally it gives me a lot of trouble, and I never would do it, but it was done before I got there and I can not answer that question, because somebody else did it. When it came time to either take those buoys away or buy them we had a good deal of trouble.

Mr. MANN. You always will whenever you permit anything of that sort.

Commander HELM. I did not have anything to do with it, so I do not want to answer, but it causes me a lot of trouble.

Mr. MANN. Judging by the experience you have had in the business?

Commander HELM. I have put my voice in every time against allowing anything of the kind.

Mr. MANN. You say you have six of those in the third district?

Commander HELM. I was going to say, with the exception of this one, they are small; three are little, for inside work.

Mr. MANN. How many large ones have you?

Commander HELM. We have two of the second size; we have not many, and do not own any of the largest size.

Mr. MANN. Is it the largest size which they need off Point Judith and Cape Henry?

Commander HELM. I presume, of course, the largest size would be a little better, but taking everything into consideration and the money we had, we said we would take the second size and put one off Point Judith and one off Gedney channel, and we have done so.

Mr. MANN. What does it cost to make these buoys?

Commander HELM. Of course, the only company that we buy them from—

Mr. MANN. I do not mean what it costs to buy them; I mean what it costs to make them?

Commander HELM. In order to get at that thing, by direction of the Department of Commerce and Labor, they got an estimate at the New York Navy-Yard on the cost of one of them, and exclusive of the lanterns and any special patented devices, they made it about \$10,000, and for the one they figured on Wilson asked, inclusive of the lanterns and patented devices, \$16,000.

Mr. MANN. What are the patented devices? What do they amount to—I mean as to the cost?

Commander HELM. I am not prepared to say that they have any, but they claim quite a good deal of the patent is the way of putting the carbide into the thing and the way of cutting off the gas and the mode of feeding it into the light. That, I believe, covers the most of the patents.

Mr. MANN. What is this Wilson concern that you speak of? Is it a manufacturing establishment?

Commander HELM. Manufacturing of buoys especially, and acetylene gas, made in a particular way of feeding the carbide.

Mr. MANN. Is that their business, or is it a side branch of some large manufacturing company?

Commander HELM. I believe that is their business, so far as I know.

Mr. MANN. What buoys do they make; buoys, generally?

Commander HELM. They have supplied a great number of them to the government of Canada, and have supplied a few of them to the Government of Brazil, and have had their agents in England. I think it is comparatively a new concern.

Mr. MANN. Where does Canada put this great number of acetylene gas buoys?

Commander HELM. She has them on her coast, in the St. Lawrence River, and also in British Columbia; they are away ahead of us on that proposition.

Mr. MANN. It is a wonder they would not put some of them on the Lakes.

Commander HELM. I am not prepared to say they have not put them up there.

Mr. MANN. I have not heard of any being up there.

Colonel CASEY. In the Detroit River they have several.

Commander HELM. Yes; and the Canadian government has loaned the Lake Carriers' Association a few, and they wanted us to take them over, but we can not take them over. When Mr. Livingston told us that he wanted to turn a certain number of aids over to us he said that among them were two acetylene buoys that he borrowed from the Canadian government, and he thought they would lend them to us.

Mr. MANN. Do you know what they sell them to the Canadian government for?

Commander HELM. No, sir, I do not; but he claims that they sold them at the prices first quoted to us. I want to say, however, that they have materially reduced their prices since this first price I have given you. The second sized buoy that they originally asked \$9,000 for they have brought down to about \$6,000. The big buoy off Point Judith they wanted \$16,000 for, and they offered to sell it at \$10,000, but I am not sure that is the price they would give us more than one for; I think they wanted to get rid of that one buoy.

Mr. MANN. Of course we are often told, or I am, that the Canadian government has a better light-house service than the United States Government and that it costs not to exceed 50 per cent, but I think that is an exaggeration, myself.

Commander HELM. Yes, sir; I do not think that is the case, because we have gone into that.

Mr. MANN. I do not believe it is the case at all.

Commander HELM. I believe we have bids on those buoys as reasonable as Canadians can get them or build them, and, another thing, I think the branch houses in New York can sell them cheaper than they can in Canada.

Mr. MANN. Do you think it is desirable for us to buy two buoys for one place in order that one may be out of commission for one-fiftieth part of the time?

Commander HELM. It is necessary, if we only had one; if we had several buoys we could shift this relief buoy along to the several stations, but if you have only one and you only take it away for one night, you may wreck a ship on that, and it is absolutely essential that you have a relief.

Mr. MANN. You say you have several of these buoys in the third district; you said half a dozen?

Commander HELM. Those are little ones, not so important.

Mr. MANN. Different sizes?

Commander HELM. Yes, sir.

Mr. MANN. I should think you would aim to use one size, so that you might shift them around.

Commander HELM. No, sir; you can not do that. The little buoys are for simple inside work; the big buoys are for steamers that make big distances; the steamers coming from Boston can see that buoy for 12 miles.

Mr. MANN. I thought you had established submarine signals along there, and that all these vessels were equipped with submarine signals.

Commander HELM. We have submarine signals on our light-ships, and many merchant vessels are being equipped with them; a good many of them already have submarine signals.

Mr. ESCH. The Wilson buoy has a submarine bell attachment, I understand?

Commander HELM. Yes.

Mr. ESCH. And in that particular it differs from the ordinary buoy?

Commander HELM. Yes, sir; that is a large buoy, and you can put it on.

Mr. ESCH. How practical is that submarine signaling device?

Commander HELM. We have been getting reports from every place they have been experimenting with it, and it seems to be the consensus of opinion that it is a very valuable aid to navigation, but we can not find anybody who is responsible who would like to take away the old fog horn and rely entirely on the submarine bells. I think, as near as I can make out, vessels can make out a light-ship from 3 to 5 miles with a good deal of certainty, and then by the light coming in on the ship on the other side they can get a pretty good idea of the direction of the light-ship. Everybody who is interested in navigation thinks it is a valuable aid and wants it, and our own inspectors, which is more to the point, give the idea which I am trying to give you.

Mr. ESCH. In other words, they want all the aids to navigation they can possibly get; they have not any too many for absolute certainty?

Commander HELM. No, sir; they get in trouble in spite of all these things.

Mr. MANN. You mean that shipping and marine interests who pay no taxes, or comparatively little, are perfectly willing to have the General Government duplicate its service?

Commander HELM. I guess they pay taxes on the Lakes. Somebody must.

Mr. MANN. They do not pay taxes at all, to any extent.

Commander HELM. They have lots of property up there.

Mr. MANN. Yes; and they hide it; you can not find it to tax.

Commander HELM. The people on the Lakes seem to be determined to have these bells more than anybody else; they put them on light-houses on the shores and they give us a great long list of places where they want them.

Mr. ESCH. We have a State law taxing vessels by tonnage, but the tax goes into the State coffers, not the Federal Treasury.

Mr. MANN. Even then they do not tax them. We would tax vessels, for instance, in Chicago on one-fifth of their value, and even at that a great many in Chicago, and there are a great many of them who own vessels, have them owned in some other State.

Commander HELM. You have a tremendous lot of property that you use in connection with the ships on shore, and money tied up in one way or another connected with them, that must help a good deal.

Mr. MANN. The station which we speak of in New York is the Tompkinsville station?

Commander HELM. Yes, sir.

Mr. MANN. How important do you regard this Point Judith proposition?

Commander HELM. It is very important and was considered by everybody there to be so; there really are a great number of vessels running there regularly.

Mr. MANN. So important that you would advise that we purchase two of these buoys with the money invested in one of them lying idle five-tenths of the time?

Commander HELM. If you want to put it that way; we could use a smaller buoy temporarily and use that as a relief in New York at the same time. As a matter of fact, if we had that we would relieve the Gedney channel light, too, tow it down there. If you were not going to do it we would get this second-class buoy; this is No. 11½, and we would take an 8½ that we have in New York and relieve this other one and give notice to that effect, but that is not the best arrangement.

Mr. MANN. I wish you would use language that would describe these things which we can put into a bill if we choose to put it in.

Commander HELM. That is comparatively speaking.

Mr. MANN. Describe the buoy to us so that if we want to put it into a bill we will know how to describe it. That is, the correct designation of it.

Commander HELM. The buoy we have there is the second largest size manufactured by the company.

Mr. MANN. It is a patented buoy?

Commander HELM. It is a patented buoy, and it is a light which it carries at a height of 28 feet.

Mr. MANN. What does the second size cost?

Commander HELM. The second size will cost between six and seven thousand dollars.

Mr. MANN. Supposing we should authorize the establishment of a buoy there at a cost not to exceed \$7,000, one buoy; do you not think you could get along with that? Have you not any relief buoy over there now?

Commander HELM. We could get along; we have one there now; we could use this one and the other one; if we have to we can use both of these to great advantage, so far as that is concerned, but you had better make that \$8,000, I think, if you are going to cut it down to that.

Mr. MANN. You think you could get along with the \$8,000 to provide the buoy there?

Commander HELM. We have there a buoy, another one, that we could use to relieve that one at Gedney Channel and also at Point Judith.

Mr. MANN. Or if we should provide a relief buoy for the district and leave the present one there, that \$8,000 would be sufficient?

Commander HELM. Yes.

Mr. ESCH. But that ought to be the same order of light to avoid sending out notices of a change.

Commander HELM. That would be the same order as the Gedney Channel and the Point Judith. Of course the ship men would get the idea that they want a bigger one, but that is a different proposition. Another buoy would give us one of the present ones for relief at both those stations; if it could be done, it would have to be.

Mr. ESCH. The late order of light has the submarine bell attachment, too?

Commander HELM. Not the very latest; this one has.

Mr. MANN. We now come to the fourth district. Have you examined this Bingham bill, which the gentlemen were talking about this morning?

Commander HELM. We have the things here; I have examined all the items, yes, sir; and have examined the Bingham bill, too, I think.

Mr. MANN. We have a report on that bill?

Commander HELM. Yes, sir.

Mr. MANN. Elbow of Cross Ledge, do you remember about that?

Colonel CASEY. The act approved April 28, 1904, appropriated \$75,000. The additional amount required is \$21,500.

Mr. MANN. No, you have used \$21,500 for various purposes, and you have a balance left now of \$54,000 and you say you want \$15,000 additional.

Colonel CASEY. No; I want \$21,500.

Mr. MANN. Now, you have added \$6,500 to that to make \$21,500.

Colonel CASEY. That is made up in this way: The surveys, borings, plans, and so forth, cost \$5,625; the metal work for caisson costs \$15,375; the erection of the caisson costs \$44,000; the estimate for superstructure is \$18,000; the estimated cost of the second set of plans for the superstructure, for a temporary light, for additional material for superstructure, is \$6,500; for illuminating apparatus, fog signal, outfit, and contingencies, \$7,000; total, \$96,500, less what has been appropriated, \$75,000, leaving us \$21,500.

Mr. MANN. What has been the cost of the caisson, you say?

Colonel CASEY. Forty-four thousand dollars.

Mr. MANN. Is that finished?

Colonel CASEY. That is finished; yes, sir; but it went down about 3 or 4 feet more than it was intended to go down, and that is the reason we want the additional concrete to bring it up on top.

Mr. MANN. Last year you recommended additional \$15,000; now you have increased that to \$21,500.

Colonel CASEY. Because in the meantime the caisson was sunk and we found we had to have an additional ring on top; it has a muddy bottom.

Mr. MANN. Is it a solid foundation, then?

Colonel CASEY. It has a good foundation now; we went down to this stratum of hard sand, but there was a miscalculation of some kind. Now we have a temporary light on it.

Mr. MANN. You spent a very large amount of money in working over the foundations and preparing the plans, and so forth; I suppose that was because they found a different condition of affairs when they went to get at the foundation from what was expected?

Colonel CASEY. That was the case.

Mr. MANN. Are you in the condition there now, then, that you have the foundation constructed?

Colonel CASEY. The foundation is constructed.

Mr. MANN. All that you ask for is the superstructure?

Colonel CASEY. Yes, sir.

Mr. MANN. And how much money have you left out of the appropriation?

Colonel CASEY. We have about \$18,000; I think it is.

Mr. MANN. You must be mistaken about that. You will remember last year that you had \$54,000 on hand, and you let a contract for the caisson for \$45,000. You say now the caisson has been constructed at a cost of \$44,000; that would leave only \$10,000 of the original appropriation.

Colonel CASEY. And I think that is all we have; I have not those figures now, though.

Mr. MANN. What is the superstructure to cost, in your estimate?

Colonel CASEY. The superstructure is to cost \$18,000.

Mr. MANN. And the light and everything?

Colonel CASEY. The illuminating apparatus, fog signal, and contingencies, \$7,000.

Mr. MANN. Twenty-five thousand dollars. What you need is authority to increase the limit of cost \$21,000 for that station.

Colonel CASEY. That is what we want.

Mr. MANN. How about Joe Flogger shoal?

Colonel CASEY. The act approved June 20, 1906, authorized a light and fog signal at a cost not to exceed \$75,000. The act approved June 30, 1906, appropriated \$40,000 toward a light and fog signal at this point. The additional amount required is \$55,000. This is for the reason that borings have been made, but the exact cost is not known.

It is now estimated under prevailing prices, and probable changes in design similar to those of Elbow of Cross Ledge, that it will require not only the \$35,000 that should be appropriated under the act of June 20, 1906, but \$20,000 more, making \$55,000. That is all I can say. That is what the engineer in charge of the depot tells me.

Mr. MANN. You say that under the present conditions that the cost

of the structure, due to probably different prices, and so forth, increases the original estimate \$20,000, but there has been no increase in prices since the authorization was made; things are cheaper now than they were then.

Colonel CASEY. That is, when this was written, about three or four months ago. At any rate, that is the present status of Joe Flogger.

Mr. MANN. What you want is the additional authorization there of \$20,000?

Colonel CASEY. Yes, sir.

The CHAIRMAN. How much of that has been spent on that?

Colonel CASEY. There has been very little of it spent.

Mr. MANN. If we do not make the authorization, then that can wait for another year?

Colonel CASEY. Yes, sir; because I do not think it will take over a few months to take that in.

Mr. MANN. How about Reedy Island range?

Colonel CASEY. The act approved June 6, 1900, authorized the re-establishment of the Finns Point, Reedy Island, and Fort Penn ranges, on the Delaware River, at a cost not exceeding \$90,000. The act approved March 3, 1901, appropriated \$60,000, and the act approved June 28, 1902, appropriated \$30,000 for completing the re-establishment. The additional amount wanted is \$25,000. This is because all the work under the acts referred to has been practically completed except the construction of the rear tower at Reedy Island range, Delaware. After the work had been started the maritime interests on Delaware River objected to the abandonment of the Finns Point range, and as it was intended to remove the Finns rear tower to the Reedy Island rear site, the purchase of a new tower at an estimated cost of \$19,500 becomes necessary. Also \$5,500 is needed to complete the work originally estimated for, due to increased prices; in all, \$25,000. That is the present status of it.

Mr. MANN. In connection with these propositions in the fourth district there is a letter put in evidence from the Philadelphia Maritime Exchange, and exhibits attached to it, and also a letter from the Light-House Board, from the Secretary of Commerce and Labor, on House bill 16989, which are as follows:

THE PHILADELPHIA MARITIME EXCHANGE,  
*Philadelphia, February 19, 1908.*

Gen. H. H. BINGHAM,  
*House of Representatives, Washington, D. C.*

DEAR GENERAL BINGHAM: Referring to your valued favor of the 13th instant, in which you ask me to draft some argument as to the necessity for the items contained in bill H. R. 16989, I now beg to advise you that I have gone into the matter thoroughly with the light-house officials of this district and am inclosing herewith a carefully prepared brief covering each section of the bill.

I am also attaching hereto a blueprint of the Edgemoor light-house depot, with the proposed improvements marked thereon. Will you be kind enough to turn the same over to Mr. Wanger with as strong indorsement as you feel able to give and at the same time advise Mr. Wanger that I shall be glad to furnish him with any further information, either by letter or in person, at any time he may call upon me?

On Sunday last I spent a large portion of the day with the light-house inspector at the Edgemoor depot and make a careful personal investigation as to the absolute necessity for present legislation on the lines of the bill.

Thanking you for your cooperation and hoping for good results, I am,

Yours, faithfully,

E. R. SHARWOOD, *Secretary.*

*H. R. 16989, to authorize additional aids to navigation in the Light-House Establishment, and for other purposes.*

BRIEF OF THE PHILADELPHIA MARITIME EXCHANGE FAVORING EARLY CONSIDERATION.

This bill seeks to improve the efficiency of the fourth light-house district.

Section 1 provides for additional land for the much-needed extension of the light-house depot at Edgemoor, Del., and for the removal and reconstruction of present bulkhead and wharf facilities for the protection of the tenders and light vessels of the district and for carrying on the necessary work.

The contemplated improvements are itemized as follows:

Additional land, 2 acres above mean low water-----	\$3,000.00
Partial reconstruction of old north approach-----	1,953.50
Removal of old south wharf-----	5,000.00
Construction of south approach-----	4,636.00
Extension of south wharf-----	5,098.00
350 linear feet of riprap bulkhead, at \$14-----	4,900.00
310 linear feet of concrete bulkhead, at \$37-----	11,470.00
7,750 square feet of timber flooring, 3 inch, at 15 cents-----	1,162.50
10,600 cubic yards of earth filling, at 30 cents-----	3,180.00
Removal and reinstallation of Cherry Island front fog signal, at Edgemoor depot-----	600.00
Total-----	41,000.00

These items are all urgently needed to make the Edgemoor light-house depot capable of carrying forward the work required in the district and to afford, particularly in seasons of ice, a safe haven for both tenders and light vessels.

Enlarged bulkhead and wharf facilities are required for the handling and storage of buoys and the other accessories of the Department as at the present time many of the buoys are stored on the Edgemoor jetty, a mile below, by permission of the War Department.

Section 2 provides for two dwellings for storekeepers and custodians at the Edgemoor light-house depot. It is most desirable that dwellings for these employees be built close to the depot so that in case of fire or other damage they could be on hand to render immediate assistance and possibly save the property stored there.

This storehouse is located where there is no fire protection nearer than Wilmington, 4 miles distant, and both of the keepers at present live away from the reservation, there being no houses thereon for their accommodation.

It is possible that the amount, \$16,000, asked for these dwellings is excessive. In our judgment separate suitable houses could be built for \$6,000 each or a double house suitable for both families for \$10,000.

Section 3 provides for the erection of an oil house at Edgemoor light-house depot for the storage of mineral oil. The establishment of this building, which will be practically fireproof, is certainly necessary so as to keep the oil separate from the other valuable supplies kept in the general storehouse.

The amount, \$1,500, asked for the building of this house is not considered by us excessive.

The present bill should be amended to read "at Edgemoor light-house depot," after the words "for oil house."

Section 4 provides for the removal and reestablishment of Schooner Ledge front and rear lights. This removal is made necessary on account of the change in the channel and will include the removal and reestablishment of an iron tower about 100 feet high.

As this range leads over rock, and as work on the changed line will be completed by December 31, 1908, an immediate appropriation would seem to this exchange to be necessary for the protection of maritime commerce.

Section 5 provides for an increase in the limit of cost for establishing a light and fog signal station at the elbow of Cross Ledge, Delaware Bay.

This light marks a most important point; it is partly completed and should be finished without further delay in the interest of safe navigation.

The sum asked, \$21,500, will be needed to complete this station on account of the increase in cost of material and labor since the original estimate was made, and if this item is favorably considered at the present session of Congress the light-house can probably be completed during the present calendar year,



but we are informed that it will be impossible to complete the station without the additional appropriation.

Section 6 provides for the establishment of a temporary light at Goose Island Flats, Delaware River, at a cost not to exceed \$15,000.

This locality for years has been marked by a gas buoy, but during the winter, and particularly in seasons of ice, it is not practicable to maintain this buoy, which marks a most important turn in the river, and therefore a light that can be depended upon at all times by navigators is an urgent necessity.

The establishment of this temporary light has been agreed upon by all parties in interest in view of the fact that a contemplated widening of the channel at this point makes it at present uncertain where the permanent light already authorized by Congress should eventually be established.

In the judgment of this exchange the temporary light now asked for will serve the purpose for which it is established for years to come.

Section 7. The present bill should be amended to read "for completing the reestablishment of Delaware River range lights, New Jersey, \$25,000," which is the original name of this appropriation.

This amount is needed to erect a new iron tower at the Reedy Island rear light station, where it was originally intended to place the tower now at the Finns Point light station, and abandon the latter light, but it has since been considered advisable to continue the Finns Point range lights, hence this additional appropriation is needed for the purpose stated.

Section 8 provides for increasing the limit of cost for establishing a light and fog signal station on Joe Flogger Shoal, Delaware Bay, which has become necessary chiefly on account of the increased cost of labor and material since the original estimate and appropriation were made.

All of which is respectfully submitted by the Philadelphia Maritime Exchange.

E. R. SHAWOOD, *Secretary*.

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[H. R. 16989, Sixtieth Congress, first session.]

A BILL To authorize additional aids to navigation in the Light-House Establishment, and for other purposes.

*Be it enacted by the Senate and House of Representatives of the United States of America in Congress assembled*, That the Secretary of Commerce and Labor be, and he is hereby, authorized to establish and provide the following additional aids to navigation in the Light-House Establishment, under the Light-House Board, in the Department of Commerce and Labor, in accordance with the respective limits of cost hereinafter respectively set forth, which shall in no case be exceeded:

#### FOURTH LIGHT-HOUSE DISTRICT.

For additional land for the extension of the light-house depot at Edgemoor, Del., and improvements to wharves at a cost not to exceed \$41,000.

For two dwellings for custodians at Edgemoor light-house depot at a cost not to exceed \$10,000.

For oil house at the Edgemoor depot, Delaware, for the storage of mineral oil at a cost not to exceed \$1,500.

For the removal and reestablishment of Schooner Ledge range front and rear lights at a cost not to exceed \$10,650.

The limit of cost for establishing light and fog-signal station at the elbow of Cross Ledge, Delaware Bay, authorized by the act approved April 28, 1904, is hereby increased by the sum of \$21,500, so as to make the total limit of cost \$96,500 instead of \$75,000, as heretofore authorized.

That the Secretary of Commerce and Labor be, and he is hereby, authorized and directed to expend so much of the appropriation of \$40,000 authorized by the act of March 3, 1905, for the establishment of a light and fog-signal station at Goose Island Flats, Delaware River, as may be necessary to establish a temporary light, not to exceed in cost the sum of \$15,000.

For completing the reestablishment of Delaware River range lights, New Jersey, \$25,000.

The limit of cost for establishing a light and fog-signal station on Joe Flogger Shoal, Delaware Bay, authorized by the act approved June 30, 1906, is hereby

increased by the sum of \$20,000, so as to make the total limit of cost \$95,000 instead of \$75,000, as heretofore authorized.

Mr. MANN. Now, we have the Schooner Ledge range rear light.

Commander HELM. That is made necessary by the shifting of ranges, so as to get the middle of the channel.

Colonel CASEY. The Government has been dredging a channel and we had to shift the range.

Commander HELM. Shift them over on the same reservation, so that a vessel running on the range can get in the middle of the channel now instead of on one side.

Mr. MANN. Which of these do you regard as the most important, assuming that you will not get all of them?

Colonel CASEY. I think Elbow of Cross Ledge is a more important one.

Mr. MANN. And which do you think would be next in importance?

Commander HELM. Reedy Island and Schooner Ledge.

Colonel CASEY. I think that that depot is first.

Commander HELM. They all put the depot first.

Mr. MANN. You put the depot first because you expect to get the others whether you get the depot or not?

Commander HELM. No, sir; we are perfectly square; we have to have a place to take our things and put them properly.

Mr. MANN. You will not admit, Captain Helm, that you can not do just as well with that depot as Captain Sebree did, will you?

Commander HELM. I do not think they did very well with it; we want to do better. If you would go and see that, you would find there is no argument about it. Seeing is convincing over there.

Mr. MANN. Which of these real aids to navigation do you think is important?

Commander HELM. The Elbow of Cross Ledge, then Reedy Island and Schooner Ledge.

Mr. MANN. Reedy Island comes ahead of Schooner Ledge?

Commander HELM. That is what we agreed on with the engineer and the people in Philadelphia.

Mr. MANN. That is the way they agreed?

Colonel CASEY. We all did that.

Mr. MANN. Were you there?

Colonel CASEY. No, sir; but they came on to our office.

Mr. MANN. Of course, we have had so many recommendations from over there; you gentlemen have not been through this as long as we have; they changed this on us a number of times from Saturday night to Monday morning absolutely.

Commander HELM. The arrangement we have there, they came up and agreed with the district officers and we got it down in our office just before we brought our list up and so far as I know they all agreed on that.

Mr. MANN. Did you force these people to agree upon the recommendation that the depot should be taken care of first?

Commander HELM. Yes, sir; they agreed to that.

Mr. MANN. Did you force them to agree to that?

Commander HELM. No, sir; they went down and saw it.

Mr. MANN. They could know nothing about the necessity of it.

Commander HELM. They took the pictures.

Mr. MANN. The pictures look fine.

Commander HELM. You can see there is not room to get a boat in there and that little oil house will catch fire some time and burn up.

Mr. MANN. There is only a little bit of oil here, and you are authorized to build an oil house that would take in a great deal more oil than is there, out of the general appropriation.

Commander HELM. We want a pretty good sized one, a special one, up there.

Mr. MANN. I know you want it; you have in this year a number of requests to build oil houses at \$1,500 each, which it seems to me is a pretty good amount of money. You are authorized to build all you want at \$550 each.

Commander HELM. This is a special distributing point; of course, we could build a smaller one.

Mr. MANN. How long have they been storing oil in this wooden building?

Commander HELM. They never had an oil house; they have been getting along the best they could, but they can not get along much longer.

Colonel CASEY. I think it would be very much better to put up a number of small oil houses at \$550 apiece.

Mr. MANN. How about the lighting of the Delaware River up to Trenton, between Bordentown and Trenton? There is no objection to putting in post lights there, is there?

Commander HELM. No, sir; none so far as I know. Nobody has made an exact estimate, but we think that six or eight lights up there ought to be enough.

Mr. MANN. Six miles; how many lights would it take?

Commander HELM. Captain Sebree estimated it would take about a half a dozen lights.

Mr. MANN. What would they cost, \$10 apiece?

Commander HELM. One thousand dollars; maintaining them for a year.

Mr. MANN. It would not cost any such sum. We provided lights last year in Mr. Esch's State, a considerably greater distance than that, and put in \$500, which was the estimate for providing them and maintaining them for a year.

Mr. ESCH. That was on Lake Winnebago.

Commander HELM. Here is what the Light-House Board said on the 17th of December, 1906, among other things:

It is thought that only four or five lights are needed now between Bordentown and Trenton, and if authorized they could probably be established at a cost of three or four hundred dollars, and it would cost about four or five hundred dollars a year for the whole of them.

The long and short of it is that nobody from the Light-House Service has made an exact survey and knows exactly what it would cost.

Mr. MANN. It would not cost more than \$500 to establish them?

Commander HELM. No, sir; they are very inexpensive.

Mr. MANN. Now, take the fifth district, Great Point Bar light station, \$10,000.

Commander HELM. That is the least important of anything in the district.

Mr. MANN. Ragged Point light and fog-signal station, Potomac River, Virginia, \$15,000, which was appropriated.

Colonel CASEY. The plans approved for this station are those for a screw pile.

Mr. MANN. That has already been appropriated; we made an authorization there of \$30,000.

Colonel CASEY. And it is not enough.

Mr. MANN. Thirty thousand dollars is not enough?

Colonel CASEY. No, sir.

Mr. MANN. You will have to learn to do things within the amount that is authorized.

Colonel CASEY. I know; but we want to put up something that looks nice.

Mr. MANN. You have no business to do it. You applied for \$30,000, which was more than you wanted and more than was needed at the time, and you ought to have figured it out. It is a good deal more than ever should have been appropriated for the place at all.

Colonel CASEY. There is a screw pile light-house at an estimated cost of \$27,846, similar to one built some years ago. The item for the metal work for the substructure was estimated at \$8,000, being based upon the last successful bid for work of this nature, and also upon recent prices for steel from a concern with which the Board has had a number of contracts. Two bids were received, the lowest for this metal work being \$14,933, or \$6,933 in excess of the estimate. This led to revision of the estimate, as it was thought best, in view of the buoyant condition of the iron market at that time, and the upward tendency of other materials and labor, to ask for an additional \$15,000. That is the reason we did it.

Mr. MANN. As a matter of fact, iron has not changed a cent in price for several years.

Colonel CASEY. It is extraordinary the amount of the bids that are made.

Mr. MANN. It is extraordinary to me that the men who make the estimates in the first place have no conception of what things are going to cost.

Colonel CASEY. I do not know who made that estimate, whether it was the present engineer or his predecessor.

Mr. MANN. I expect it was his predecessor, and I think he had better figure now upon putting up a building within the cost, \$30,000. That ought to put up a pretty good light station.

Colonel CASEY. It used to put up a pretty good screw pile light station, which is an area covered with screw piles.

Mr. MANN. What is a screw pile?

Colonel CASEY. They are iron shafts about 8 inches in diameter, solid, with a flat screw thread at the base, and that is put right into the sand and screwed into the sand. They use a water jet at the same time, and they can be put down very cheaply, and when they get there, they stay.

Mr. MANN. What do you say about the Fort McHenry range lights, \$125,000?

Commander HELM. They want more than that now, sir.

Mr. MANN. I suppose so.

Commander HELM. Of the new aids to navigation in the fifth district, we consider that the most important—that is, we consider the Cape Henry light-vessel the most important.

Mr. MANN. You say the Cape Henry light-vessel; the gentlemen who were here the other day said that they thought there ought to be

established one of these acetylene-gas buoys there instead of a light-vessel.

Commander HELM. I thought you had the bill for the light-vessel. As soon as they put this in, that question has come up to the Light-House Board, and their experience with that buoy there was sufficiently successful to try it again if they had the money to put a buoy in there, but we have not that money.

Mr. ADAMSON. Did not those people say they were willing to accept the buoy in place of the light-vessel?

Mr. ESCH. No, I think they preferred it, but maybe not.

Commander HELM. They also want a buoy inside of the mouth of the Chesapeake, above the middle ground, next to the York Spit. If they had three buoys down there, two in place and one as relief, it would seem to me it would answer all the purposes.

Mr. MANN. Would they require the largest size buoy on the inside?

Commander HELM. No, sir; there is quite a stretch they want to see them, but they should be about that size.

Mr. MANN. The first size or the second size?

Commander HELM. I should think one \$8,000 buoy and two buoys at about \$6,500 a piece would answer the purpose of those two stations down there very nicely. I think there is another bill which was introduced by a Representative from that section for a buoy off this middle ground.

Mr. ADAMSON. Twenty-two thousand dollars would pay for the buoys?

Commander HELM. Yes, sir; I think so. That buoy question all came up since that light question came in there.

Mr. MANN. Have you ever been down there?

Commander HELM. Oh, yes; I have not been down there just to look for this particular spot, but I have been down there for other reasons.

Mr. MANN. How necessary is this light off Cape Henry at all?

Commander HELM. Well, it is a good thing to have; sometimes it is pretty foggy down there, and you can run up close to this light and the buoy, but you do not want to get close to the capes.

Mr. MANN. What occasion is there for a vessel that picks up the Cape John light coming from the north to pick up the Cape Henry light?

Mr. ESCH. The Cape Henry light is east and south of Cape Charles.

Mr. MANN. What good is the Cape Charles light? What is the use of it if they can not use it?

Commander HELM. I did not say they could not use it. A vessel coming down the coast can use the Cape Charles light. If you are coming down the coast, you have to keep off those shoals out there; you have to come away in here, and you can not get very close to that shore. Now, they want to put a buoy right off here [indicating on map].

Mr. MANN. What do the vessels do that come from the south? What do they pick up when they come up to this entrance here?

Commander HELM. In the middle of a bright, clear day they can pick up any of them.

Mr. MANN. If it is a bright, clear day they do not need it. What do they do now; there is no buoy there?

Commander HELM. They have to come up here like this and get these lights in some way.

Mr. MANN. They endeavor to pick up the Cape Henry light, do they?

Commander HELM. Yes, sir.

Mr. MANN. What is the distance, do you know, across from Cape Henry light to Cape Charles light?

Commander HELM. It is about 10 miles across.

Mr. MANN. I mean from the lights I am talking about.

Commander HELM. To the lights across, you mean?

Mr. MANN. Yes.

Colonel CASEY. Cape Charles is some distance up.

Mr. ESCH. A vessel could not pick both up.

Commander HELM. They can see them both on a clear night.

Mr. MANN. You think that if we would provide, say, three \$8,000 lights—that would make a light for Cape Henry and a light for the middle ground and a relief light—that that would answer all purposes for that entrance?

Commander HELM. It seems to me so; we certainly will do the best we can with it.

Mr. MANN. You gave the figures that you did a little less than that, but if we provide three for \$8,000 you could probably do it.

Commander HELM. We have to get that submarine bell extra. If you make it nine thousand I am sure we can have the bell on it.

Mr. MANN. Is that more important than the channel range lights at Fort McHenry?

Commander HELM. We thought so, yes, sir; that is the first in the district.

Mr. MANN. Who is responsible for the condition of the light-house wharf and the tender, that the act of Congress providing for its rebuilding in Washington has not been carried out?

Colonel CASEY. I have gone into that pretty thoroughly, and I have made some notes on it. The act of March 4, 1907, appropriated \$30,000. The additional amount wanted is \$40,000. The Board in its annual report for June 30, 1900, estimated that the old wharf at the foot of O and Water streets would cost \$60,000 to put it in thorough repair. It reduced this estimate to \$30,000 in the annual report for June 30, 1903, and the appropriation was made March 4, 1907. There is a project now on foot to improve the water front of Washington, involving the establishment of new bulkhead lines and the construction of modern piers. The Board has therefore revised its original estimate in order that the wharf should be so built as to fit in with the general plans prepared for the improvement of the entire frontage by the Commissioners of the District of Columbia. The additional amount required is estimated at \$40,000 in order to meet the new conditions.

Mr. MANN. You were the engineer last year, were you not?

Colonel CASEY. I was last year engineer secretary.

Mr. MANN. You were the one who gave us the figures of \$30,000?

Colonel CASEY. Yes, sir; I took the figures just as they had been handed down to us.

Mr. MANN. We asked you to make an investigation as to what this could be done for?

Colonel CASEY. That was all right at that time, to build that kind of a wharf. In the meantime these plans of the District Commissioners have come in to build something entirely different.

Mr. MANN. They want to beautify the city?

Colonel CASEY. Yes, sir; partially. They want a substantial steel wall, and their pierhead line is moved out considerably farther, about 40 or 50 feet farther, but they are going to take that off of the land on the other side of the channel.

Mr. MANN. Have they any jurisdiction over the subject? Have they control of the matter?

Colonel CASEY. I do not know just what control they have, whether it is a recommendation they are going to make or not, but that is the plan they have outlined to us, and we are trying to fit in with it.

Mr. MANN. Which would you prefer to do, go ahead and rebuild this wharf with the appropriation we gave you, or to have that repealed?

Colonel CASEY. I would rather have it repealed. If we could not build a good one, we would rather not have it.

Mr. MANN. You recommended to us last year that we appropriate \$30,000 for this purpose, and at the risk of my life I put it in the bill.

Colonel CASEY. I do not want the thing repealed; I want it to stay there.

Mr. MANN. I am in favor of you either going ahead and doing it or else repealing the proposition and considering a new proposition.

Colonel CASEY. I would rather hold on to what we have.

Mr. MANN. Are you going to build the wharf with that money?

Colonel CASEY. We will, in the course of years.

Commander HELM. I desire to say we need something now; we have to have a place for the boats to land down here.

Mr. MANN. We do not want to have money authorized here that is not going to be used. We have been going on the theory in making up these bills that we authorize those things which are absolutely essential for immediate use. You say they are not essential.

Colonel CASEY. I do not say it is not essential.

Mr. MANN. You say it is not essential right now. If you are not going to use this money right now, we would better repeal it, if we are not going to give you the additional \$40,000.

Colonel CASEY. We are in hopes we can build that, because we are in hopes that we can build it as a homogeneous whole.

Mr. MANN. Nobody knows whether this plan is going to be carried through or not.

Mr. ADAMSON. If you are going to hold it to wait for the plans of all the sentimentalists around Washington, we might as well repeal it.

Colonel CASEY. I want to keep the \$30,000 I have.

Mr. MANN. You want to keep it, but you do not want to use it.

Colonel CASEY. Yes; I will use it if you tell me that there is no possibility of getting anything more.

Commander HELM. We need something, because the wharf is inadequate.

Mr. MANN. We have given you the \$30,000; I do not know whether we were right or wrong about it. The District Commissioners have a new plan, which is not developed, which nobody else is going to act upon; the chances are two to one that it will never be carried through, and we do not care to inaugurate it for them.

Mr. ESCH. Will that new pier line or harbor line be forced by the Commissioners upon the dock owners in order to have the homogeneous construction you speak about?

Colonel CASEY. I do not know about that; they did not put it before us as a case of enforcement at all.

Mr. MANN. I do not think anybody else proposes to do it at the present time. Of course, I am perfectly willing to consider the proposition as to whether we should give you the \$30,000. I doubt whether we would be willing to do it now with the thing in an undeveloped shape, and personally I am not willing, if I can help it, to make an appropriation and let it lie there unused and then keep going into the House and saying that we only report things we have to have now.

Colonel CASEY. If you tell me now there is no hope whatever of getting that \$40,000, I will go right to work to spend the \$30,000 and make a place where we can put our boats.

Mr. MANN. Nobody can make any such statement as that to you about what may be done in the future. But if we do not include the \$40,000 in this authorization, do you intend, then, to go ahead and expend in the next fiscal year the \$30,000 already authorized?

Colonel CASEY. I do, indeed; I have to have something done.

Mr. ADAMSON. And if we do not repeal it you will expend it this year on something necessary?

Colonel CASEY. I surely will.

Mr. MANN. Could you not afterwards extend it easy enough?

Colonel CASEY. That is exactly what I am trying to point out. It is sometimes difficult, if you put up something, to add to it and make it look as if it were not patchwork, but we will have to do it that way. I will try to do it that way as much as I can.

Mr. ADAMSON. The best looking buildings the Government has here are patchwork—the Capitol and the Treasury.

Mr. MANN. Have you anything to say about the Diamond Shoal light-house? Is that all off?

Colonel CASEY. It was always an absurd proposition, I thought. The shoals are shifting all the time; they would shift out from underneath anything you put there.

Mr. ESCH. Did they not agree upon the suggestion finally?

Colonel CASEY. I think there were suggestions made, but the contractor did not come to time, and so the thing was annulled.

Mr. MANN. I was the only man on the committee with the persistence and consistency from start to finish to oppose the proposition.

Commander HELM. I was asked about Mr. Thomas's two bills for lights in Bogue Sound and Lower Broad Creek. He wants \$500 for a beacon light at Broad Creek, which has been approved by the Board, and then he wants some lights on Bogue Sound, which request has been disapproved.

Mr. ADAMSON. Which one did you tell him he could have?

Commander HELM. The beacon light at Broad Creek.

Mr. ADAMSON. Will \$500 build it?

Commander HELM. Yes, sir.

Mr. MANN. He said that you agreed to establish the others; did you agree to establish those?

Commander HELM. We objected to the Bogue Sound one.

Mr. MANN. Have you agreed to take care of the lights in Bogue Sound, or have you disapproved them entirely?

Commander HELM. We disapproved them, sir.



Colonel CASEY. If the channel were a long straight channel, we could do it, but it is a crooked channel and would take a great many lights.

Mr. MANN. Lower Broad Creek, Pamlico County, wants a fixed wooden-post lantern light on a 3-pile structure on the shoal on the westerly side of West Broad Creek; you approve of that, do you?

Colonel CASEY. Yes, sir.

Mr. ADAMSON. What was the other thing? There was something he said they did approve.

Commander HELM. There is another point about that Bogue Sound; there is little water in there and the channel is very crooked. We said that if he could get the engineer to straighten the channel we would put a little post light at each end.

DEPARTMENT OF COMMERCE AND LABOR,  
OFFICE OF THE SECRETARY,  
*Washington, December 28, 1907.*

DEAR SIR: Referring to your letter dated December 20, 1907, inclosing a copy of the bill H. R. 6206, Sixtieth Congress, first session, "providing beacon lights in Bogue Sound, Carteret County, N. C.," this Department has the honor to state, at the instance of the Light-House Board, to whom the matter was referred, that the proposed establishment of lights in the dredged channel through Bogue Sound has been carefully investigated by its local officers, who report that on account of the depth of water that can be carried through the sound permitting boats drawing only about 4 feet to pass through, the expense of erecting and maintaining the lights would not be justified.

The channel is now marked by some 50 stakes, which are considered sufficient.

This Department, concurring in the views of the Light-House Board, does not recommend the passage of the bill.

Very truly, yours,

OSCAR S. STRAUS,  
*Secretary.*

Hon. WILLIAM P. HEPBURN,  
*Chairman Committee on Interstate and Foreign Commerce, House of Representatives, Washington, D. C.*

DEPARTMENT OF COMMERCE AND LABOR,  
OFFICE OF THE SECRETARY,  
*Washington, February 12, 1908.*

DEAR SIR: With reference to the committee's letter of December 20, 1907, inclosing for the consideration of this Department a copy of H. R. 6207, "To provide a beacon light in Lower Broad Creek, Pamlico County, N. C.," I have the honor to state that the Light-House Board, to which this matter was referred, states that the establishment of a fixed white post-lantern light on a 3-pile structure on the shoal on the westerly side of Lower Broad Creek is desirable.

These views of the Light-House Board meet with the approval of this Department, and it therefore recommends the passage of the bill in question.

Very truly, yours,

OSCAR S. STRAUS, *Secretary.*

CHAIRMAN COMMITTEE ON INTERSTATE AND FOREIGN COMMERCE,  
*House of Representatives.*

DEPARTMENT OF COMMERCE AND LABOR,  
OFFICE OF THE SECRETARY,  
*Washington, February 17, 1908.*

DEAR SIR: Referring to the committee's letter dated February 13, 1908, inclosing a copy of H. R. 16989, "To authorize additional aids to navigation in the light-house establishment, and for other purposes," and asking that the committee be furnished with such suggestions as may be deemed proper touching the

merits of the bill and the propriety of its passage, this Department has the honor to submit the following information relative to the various items in the bill and in the order in which they occur therein:

1. "For additional land for the extension of the light-house depot at Edgemoor and improvements to wharves at a cost not to exceed \$41,000."

The Light-House Board, to which this matter was referred, states that the harbor space between the upper and lower wharf is not sufficient to allow tenders to lie up and down stream alongside of the bulkhead wharf, and the harbor should therefore be widened by the acquisition of a strip of land on the southwest side of the reservation, 100 feet wide on the river front and extending back from low-water line to the rear of the present light-house lot. It is estimated that the additional land and improvements to the wharves at this depot will cost about \$41,000.

2. "For two dwellings for the custodians at Edgemoor light-house depot at a cost not to exceed \$16,000."

The keepers of this depot are now obliged to live in Wilmington, which is about 4 miles distant. So much Government property is stored at this depot that it would seem necessary to have them in attendance at all times. At present the depot is left unattended at night and on Sundays and holidays. There are now two keepers, and it is estimated that the cost of the two dwellings will be \$8,000 a piece, or \$16,000 in all.

3. "For oil house for the storage of mineral oil at a cost not to exceed \$1,500."

It is also of the utmost importance that a separate storehouse for oil should be provided at this depot to avoid the present dangerous conditions that frequently exist in the storage of oil in inflammable buildings. The estimate therefor is \$1,500.

4. "For removal and reestablishment of Schooner Ledge range front and rear lights at a cost not to exceed \$10,650."

The necessity for the removal is due to a change in the position of the axis of the dredged channel recently made by the War Department, which will require the reestablishment of the lights on a line 250 feet to the eastward of their present positions and parallel to the old range line. The front light will be placed off shore and located upon a mound of rubble stone deposited there by the Engineer Department in connection with its work on Schooner Ledge. The rear light will be moved to its new site without affecting the other buildings at the station and within the limits of the present reservation.

The Light-House Board has taken the proper measures to establish temporary lights on the new range, and the work is now underway, but the permanent lights should be built as soon as possible, and it is estimated that \$10,650 will be required for this purpose.

5. "The limit of cost for establishing light and fog signal at the Elbow of Cross Ledge, Delaware Bay, authorized by the act approved April 28, 1904, is hereby increased by the sum of \$21,500, so as to make the total limit of cost \$96,500 instead of \$75,000, as heretofore authorized."

The caisson or pier for the light tower, which is on a submarine site, has been placed in position and sunk about 9½ feet below the bottom of the bay upon a firm sand foundation. It has been filled with concrete and a temporary light installed. All the riprap outside the caisson needful for the protection of the bottom against scour has been deposited. The amended plans and specifications for the superstructure have been finished and approved by the Light-House Board, and active work upon this portion of the structure now awaits an additional appropriation. The Board therefore recommends that \$21,500 be appropriated for this purpose.

6. "That the Secretary of Commerce and Labor be, and he is hereby, authorized and directed to expend so much of the appropriation of \$40,000 authorized by the act of March 3, 1905, for the establishment of a light and fog-signal station at Goose Island flats, Delaware River, as may be necessary to establish a temporary light, not to exceed in cost the sum of \$15,000."

In accordance with the provisions of the act mentioned above, test borings were made in the vicinity of Goose Island flats and a site selected and approved by the Light-House Board. A preliminary project for the structure was also under way, when it was brought to the attention of the Board that owing to the uncertainty of the position of the dredged channel in the Delaware River at Goose Island flats the establishment of a permanent light-house and fog signal on the east side of the channel at the point selected should be deferred. The matter was thoroughly considered, and it is now recommended that there should be

established a temporary light, on an ice-proof structure, without a fog signal, in this locality until such time as the limits of the dredged channel can be determined and a site selected for the permanent station, which may be years hence. The Light-House Board estimates that such a structure can be built for about \$15,000, and recommends that the present appropriation be made available for this purpose in the manner stated in the bill.

7. "For completing the reestablishment of Reedy Island range lights, Delaware River, \$25,000."

The acts approved March 3, 1901, and June 28, 1902, appropriated in all \$90,000 for the reestablishment of the Port Penn, Reedy Island, and Finns Point ranges, Delaware River, on new sites to suit the changes in the dredged channels of the river. This work is now almost completed, and it is estimated that \$19,500 is required for the purchase and erection of a suitable tower for the new Reedy Island rear range. This tower was not included in the original estimate, as it was proposed to utilize the tower of the Finns Point rear range light for that purpose, but as the Light-House Board now proposes to retain Finns Point range this plan must be abandoned. It is also estimated that \$5,500 is needed for the completion of the work as originally estimated, as the prices for labor and materials have materially increased since the estimate was made. The Light-House Board therefore recommends that an appropriation of \$25,000 be made for completing the work.

8. "The limit of cost for establishing a light and fog-signal station on Joe Flogger Shoal, Delaware Bay, authorized by the act approved June 30, 1906, is hereby increased by the sum of \$20,000, so as to make the total limit of cost \$95,000, instead of \$75,000, as heretofore authorized."

A site was selected and a test boring was made in July, 1907. Of the authorized sum of \$75,000 for the construction of this light station \$40,000 was appropriated by the act approved June 30, 1906. It is now estimated, under the present conditions of labor and material, that the cost of the structure, due to prevailing high prices and probable changes in construction similar to those required at Elbow of Cross Ledge, will increase the original estimate about \$20,000 more. The Light-House Board therefore recommends that the total limit of cost be placed at \$95,000 and that an appropriation of \$55,000 be made in addition to the \$40,000 already appropriated.

This Department, concurring in the views expressed above regarding the various items, respectfully recommends the passage of the bill.

Very truly, yours,

OSCAR S. STRAUS, *Secretary.*

CHAIRMAN COMMITTEE ON INTERSTATE AND FOREIGN COMMERCE,  
*House of Representatives.*

Thereupon, at 12.30 o'clock p. m., the committee took a recess until 2.30 p. m.

COMMITTEE ON INTERSTATE AND FOREIGN COMMERCE,  
HOUSE OF REPRESENTATIVES,  
*Thursday, April 2, 1908.*

#### AFTER RECESS.

The subcommittee met at 2.30 o'clock p. m.

Mr. MANN. We have Senate bill 3019, for a tender to take the place of the *Geranium*, for the inspector of the first light-house district, to cost not to exceed \$200,000. You approve that at that amount?

Commander HELM. Yes, sir.

Mr. MANN. You think you can build the vessel for that sum?

Commander HELM. We are building them now inside of that appropriation, and I think we can do it again, sir; but it will not be too much.

Mr. MANN. House bill 19407, for a light and fog-signal station on or near Clark Ledge, entrance to St. Croix River. You say that is the most important aid to navigation in the first district?

Commander HELM. Under consideration; yes, sir.

DEPARTMENT OF COMMERCE AND LABOR,  
OFFICE OF THE SECRETARY,  
Washington, March 20, 1908.

DEAR SIR: Referring to the committee's letter dated March 18, 1908, inclosing a copy of H. R. 19407, "Establishing a light and fog-signal station on or near Clark Ledge, entrance to St. Croix River, State of Maine," and asking that the committee be furnished with such suggestions as may be deemed proper touching the merits of the bill and the propriety of its passage, I have the honor to submit the following information:

The Light-House Board, to which the matter was referred, states that this ledge, which is bare at low water, is at the entrance to St. Croix River, Maine. It lies about 375 yards above Todd Head, and is about 300 feet from shore. It is situated in a very strong tidal current, and is, undoubtedly, a great menace to navigation. The average rise of tide is 18.2 feet. In the passage between Clark Ledge and Deer Point, about five-eighths of a mile to the north of the ledge, there are whirlpools which, on spring tides, extend two-thirds of the way across the passage between Deer Point and Dog Island, about one-quarter of a mile northeasterly from Clark Ledge. These whirlpools are also a menace to navigation and, in endeavoring to avoid them, several vessels, it is reported, have been wrecked on both Clark Ledge and Dog Island. A light with fog signal is much needed at this point to guide vessels clear of the dangers of the whirlpools, of Dog Island, and of Clark Ledge itself, and stands No. 2 in order of importance of the new aids to navigation needed in the first light-house district. The estimated cost is \$50,000. The legislature of Maine has already conveyed title to the ledge and jurisdiction over it to the United States.

It is respectfully suggested that the words "and for that purpose the sum of fifty thousand dollars is hereby appropriated out of any money in the Treasury not otherwise appropriated" be added to the bill after the word "dollars," in the sixth line.

With this addition to the bill, this Department recommends that it be passed.

Very truly, yours,

OSCAR S. STRAUS, *Secretary.*

CHAIRMAN COMMITTEE ON INTERSTATE AND FOREIGN COMMERCE,  
*House of Representatives.*

COMMITTEE ON PUBLIC BUILDINGS AND GROUNDS,  
HOUSE OF REPRESENTATIVES,  
Washington, March 28, 1908.

MY DEAR CONGRESSMAN: Yours of the 26th instant to Hon. Llewellyn Powers, M. C., notifying him that a subcommittee of the Committee on Interstate and Foreign Commerce will be pleased to hear him on Monday next relative to bill H. R. 19407, copy of which is herewith inclosed, has been handed me for reply.

Governor Powers is absent from the city and is confined to his bed by sickness. Except for the fact that I have called a meeting of the subcommittee of which I am a member for the same hour I would appear before your committee Monday.

Mr. Merritt, secretary to Governor Powers, will therefore appear and explain matters. I know the proposition is a very worthy one and I earnestly hope favorable action will be taken thereon.

Sincerely, yours,

E. C. BURLEIGH.

HON. JAMES R. MANN,  
*Chairman Subcommittee on Interstate and Foreign Commerce,  
House of Representatives.*

Mr. MANN. House bill 15118, for a light station on Duck Island. You do not approve of that at present?

Commander HELM. No; and I can show you the reasons.

Mr. MANN. I do not care anything about the reasons for it if you disapprove it.

DEPARTMENT OF COMMERCE AND LABOR,  
OFFICE OF THE SECRETARY,  
Washington, February 15, 1908.

DEAR SIR: Referring to the committee's letter of January 25, 1908, inclosing for the consideration of this Department a copy of H. R. 15118, "to establish a light station on Duck Island, Isles of Shoals, State of Maine," I have the honor to inform you that the Light-House Board, to which this matter was referred, states that in its opinion a light station should not be established on Duck Island, Isles of Shoals, Maine, for the reason that the lights and fog signals already on Isles of Shoals and Boon Island very well meet the present requirements of navigation in that locality, and because there are many other points in the first and second light-house districts where aids to navigation are much more urgently needed.

These views of the Light-House Board meet with the approval of this Department, and it therefore recommends that the bill in question be not passed.

Very truly, yours,

OSCAR S. STRAUS, *Secretary*.

CHAIRMAN COMMITTEE ON INTERSTATE AND FOREIGN COMMERCE,  
*House of Representatives.*

Mr. MANN. House bill 11344 for a light and fog-signal station at Negro Point; that you approve?

Commander HELM. Yes, sir. We do not mean to say that we do not approve the others, sir; but we think they are of less importance, and we can get along better without those that I said we disapproved.

Mr. MANN. You did disapprove the other. Do you disapprove it now?

Commander HELM. Which one do you mean?

Mr. MANN. Duck Island.

Commander HELM. We do not think it is absolutely necessary to put it through now.

Mr. MANN. The one on Negro Point you think is important?

Commander HELM. Yes, sir.

Mr. MANN. What is it to cost, \$10,000?

Commander HELM. Yes, sir.

Mr. MANN. Mr. Goulden, do you wish to be heard?

Mr. GOULDEN. Yes, sir; just a word as to that bill for the location of the station at Negro Point. That is a very dangerous point of navigation at Hell Gate. The bill was drawn to meet the views of the Secretary of Commerce and Labor and the Secretary of the Treasury and Mr. Tawney, the chairman of the Committee on Appropriations. I think it is needed, and I think it ought to be granted.

Mr. MANN. It is very evident that the bill did not meet the recommendation and the approval of the chairman of the Committee on Appropriations.

Mr. GOULDEN. He simply suggested that it be drawn along certain lines, and it ought to be taken for granted it would be approved.

Mr. MANN. You did not draw it along those lines then?

Mr. GOULDEN. It was intended to be.

Mr. MANN. He bitterly opposes any bill coming from our committee making an appropriation.

Mr. GOULDEN. That is more of a general policy on the part of the distinguished chairman of the Committee on Appropriations, I assume, not to be applied to this particular one. If it was drawn in his own language, I assume he would not oppose it.

Mr. MANN. All right.

Mr. GOULDEN. I have nothing further to say except that it is needed.

DEPARTMENT OF COMMERCE AND LABOR,  
OFFICE OF THE SECRETARY,  
Washington, January 6, 1908.

SIR: Referring to your letter dated December 26, 1907, inclosing a copy of H. R. 11344, "To provide for the erection of a light-house and fog-signal station at Negro Point, Wards Island, in the East River, in New York Harbor," and asking that your committee be furnished with such suggestions as may be deemed proper touching the merits of the bill and the propriety of its passage, this Department has the honor to submit the following information:

The Light-House Board, to whom the matter was referred, states that a number of requests have been made by the American Association of Masters and Pilots of Steam Vessels, and others, in the past fifteen years, for a light and fog signal at this point, owing to the frequency of fog in the vicinity and to aid vessels using the channels of Hell Gate, where navigation is at all times difficult.

A light and fog signal would therefore be of great advantage at Negro Point, as there are at present no means, steering southward, of determining when to port helm, and the foul water to the westward of the point is a distinct menace.

A portion of the site needed for the proposed station has already been ceded by the city of New York, and the amount named in the bill will permit of the purchase of an additional portion of land in case it is needed.

The item stands No. 3 in order of importance of the new aids to navigation required in the third light-house district.

This Department, therefore, concurring in the views expressed above, recommends the passage of the bill.

Respectfully,

OSCAR S. STRAUS,  
*Secretary.*

CHAIRMAN COMMITTEE ON INTERSTATE AND FOREIGN COMMERCE,  
*House of Representatives.*

Mr. MANN. House bill 16280, for a light-house and fog-signal station in Rondout Creek, Hudson River. What do you say as to that? Do you remember about it?

Commander HELM. I want to find my notes on it. I have never seen it; no, sir; but I find from my notes that we consider that important. The Light-House Board approved that bill, and here is a joint report on it if you care to hear it.

Mr. MANN. We do not have it in your annual report.

Commander HELM. No, sir.

Mr. MANN. What is the necessity of it, then? Do you have any opinion about it beyond what was given in the letter on the bill?

Commander HELM. Yes, sir.

Mr. MANN. You ask for an increase in the amount from \$30,000 to \$50,000.

Commander HELM. We sent it up to the engineer and inspector of that district to look into the matter, and they sent back the report to establish a light-house and fog-signal station at Rondout Creek, New York.

As to the merits of the bill we have the honor to state the third district officers recommend the installation of the light and fog signal. We are of opinion that the new light and fog signal as proposed by the Committee on Interstate and Foreign Commerce will be a good adjunct to the navigation on the Hudson, and we believe with the increased cost of later years that the sum of \$30,000 will be inadequate; we think the appropriation ought to be \$50,000

Mr. MANN. You have no personal knowledge?

Commander HELM. No personal knowledge of that, sir.

Mr. MANN. The inspector did not recommend the matter until it was called to his attention in this bill?

Commander HELM. I never heard of it until that bill came up.

Mr. MANN. As far as you know, there is no pressing necessity for it?

Commander HELM. No, sir; I have no information except what I have given you.

DEPARTMENT OF COMMERCE AND LAHOR,  
OFFICE OF THE SECRETARY.  
*Washington, February 14, 1908.*

DEAR SIR: Referring to the committee's letter dated February 5, 1908, inclosing a copy of H. R. 16280, "to establish a light-house and fog-signal station in Rondout Creek, Hudson River, State of New York," and asking that the committee be furnished with such suggestions as may be deemed proper touching the merits of the bill and the propriety of its passage, this Department has the honor to submit the following information:

The Light-House Board, to which the matter was referred, states that it is of the opinion that the new light and fog signal will be a good adjunct to the navigation of the Hudson River.

It is apparent that the construction of the dike at Rondout, extending about a quarter of a mile toward deep water, has diminished the usefulness of the main light at this point, in that the dike lights now serve to mark the entrance and indicate the channel.

In view of the increasing importance of Rondout, now a city of over 20,000 inhabitants, and its growing river trade, it is recommended that an appropriation be made for the establishment of the main light upon a site immediately outside the end of the north dike, and that it be provided with a fog bell.

It is therefore suggested that the word "in" in the title to the bill, and in line 3 be omitted, and the words "at the entrance to" be inserted in its place.

It is also believed that with the increase in cost of structures in late years the sum of \$30,000 mentioned in the bill is inadequate, and that the new light, with keeper's dwelling, will probably cost \$50,000. It is therefore suggested that the words "thirty thousand dollars, or so much thereof as may be necessary," be omitted in lines 6 and 7, and the words "fifty thousand dollars" be substituted therefor.

With these suggestions incorporated in the bill this Department respectfully recommends that it be passed.

Very truly, yours,

OSCAR S. STRAUS,  
*Secretary.*

CHAIRMAN COMMITTEE ON INTERSTATE AND FOREIGN COMMERCE,  
*House of Representatives.*

Mr. MANN. What about this Senate bill 2239, for a light-house on East Reef, near Thimble Island, Long Island Sound?

Commander HELM. The Light-House Board does not approve that.

Mr. MANN. House bill 13450, for a light and fog-signal station in Greenville Channel; have you gentlemen made any special investigation of that subject yourselves since you have been on the Board?

Commander HELM. I looked at it with the inspector of the district when I was in New York not a great while ago.

Mr. MANN. Did you see any special reason why the Government should maintain a light there in place of the Pennsylvania Railroad?

Commander HELM. We do not need much of a light there anyhow; a lighted buoy would do; we do not think that general navigation would need a light-house very much.

Mr. MANN. You do not think that is an urgent matter, then?

Commander HELM. No, sir; not from a general standpoint.

DEPARTMENT OF COMMERCE AND LABOR,  
OFFICE OF THE SECRETARY,  
Washington, February 1, 1908.

DEAR SIR: Referring to the committee's letter of January 15, 1908, inclosing a copy of H. R. 13450, "To establish a light and fog signal in New York Bay at the entrance to the dredged channel at Greenville, N. J.," in which the committee asks to be furnished with such suggestions as may be deemed proper touching the merits of the bill and the propriety of its passage, this Department states, at the instance of the Light-House Board, to which this matter was referred, that a light and fog signal at the point mentioned is desirable as an aid to the navigation of the dredged channel off Greenville, N. J., the entrance to which would be marked by the proposed light.

This Department therefore, concurring with the views of the Light-House Board, respectfully recommends the passage of the bill.

Very truly, yours,

OSCAR S. STRAUS, *Secretary.*

CHAIRMAN COMMITTEE ON INTERSTATE AND FOREIGN COMMERCE,  
*House of Representatives.*

Mr. MANN. House bill 31, for a light and fog-signal station in New York Bay at the southwesterly end of Governors Island.

Commander HELM. They do not need to make preparation now, because they have not filled in the end of that island, and do not need it yet. It will hardly be ready to put up this year.

DEPARTMENT OF COMMERCE AND LABOR,  
OFFICE OF THE SECRETARY,  
Washington, January 22, 1908.

DEAR SIR: Referring to the committee's letter dated December 20, 1907, inclosing a copy of H. R. 31, "To establish a light and fog signal in New York Bay at the southwesterly end of Governors Island," and asking that the committee be furnished with such suggestions as may be deemed proper touching the merits of the bill and the propriety of its passage, this Department has the honor to submit the following information:

The Light-House Board, to which the matter was referred, states that the site will not be ready for the construction to be undertaken during the fiscal year ending June 30, 1909. The sea wall is very nearly finished, but the fill is not far advanced, and the location of the proposed light should be about where the opening through the sea wall is left to give access to the inclosure to be filled.

This would cause the work on the light-house to interfere with the main work now going on, and it is believed that it should not be begun until the work of fill and finishing the sea wall shall have been completed, which will certainly not be before June 30, 1909, judging from the present progress of the work.

This Department therefore does not recommend the passage of the bill.

Very truly, yours,

OSCAR S. STRAUS, *Secretary.*

CHAIRMAN COMMITTEE ON INTERSTATE AND FOREIGN COMMERCE,  
*House of Representatives.*

Mr. MANN. House bill 13270, for a light-ship off Point Judith, Rhode Island, and House bill 17518—your recommendation is for the gas buoys, at \$8,000?

Commander HELM. Yes, sir; and a relief, if we can get it.

Mr. MANN. Would that be described as a combination acetylene gas and whistling buoy?

Commander HELM. Yes, sir.

Mr. MANN. That would be the description that we would put in the bill?

Commander HELM. That would be a very good one; yes, sir.

Mr. ESCH. I think it is designated in here.



Commander HELM. If it is possible to do so, I would like to put that at \$9,000, for the reason that a submarine bell will have to go on there in addition, I think. We would be on the safe side if we made that \$9,000 instead of \$8,000.

Mr. MANN. All right, make it \$9,000. The description in the bill was a "gas and whistling buoy," but it was said it might be called a "combination acetylene gas and whistling buoy."

Commander HELM. They want the acetylene because it is the best we know. The Pintsch people intend to put a mantle on their buoy which will make it the best of all.

Mr. MANN. You would like it to be a gas or whistling buoy?

Commander HELM. A gas and whistling buoy would be all right; it is the best, and that leaves us free to take the latest thing, a lighted and whistling buoy in place of gas.

Mr. MANN. A "lighted;" I do not see how the word "lighted" would go in there very well. A lighted buoy refers to the fact that it has a light burning on it.

Commander HELM. Yes, sir.

Mr. MANN. It is not a proper adjective to use; you may say "lighting buoy."

Colonel CASEY. Lighted and whistling buoy.

Mr. MANN. A "light and whistling buoy" would be a proper description.

Colonel CASEY. It might be a "light whistling buoy."

Mr. MANN. You might say a "light and whistling buoy."

Mr. ESCH. Here is the description on page 56 of the report, saying "Two of the Wilson light-ship gas and whistling buoys, each of which is also fitted with a submarine bell."

Mr. MANN. But we do not want to describe that to be a combination.

Mr. ESCH. They call it "light-ship gas and whistling buoy."

Commander HELM. They just use that; they call it a light-ship because it is a great big thing.

Mr. MANN. If we describe it as a "light and whistling buoy," that would cover it.

DEPARTMENT OF COMMERCE AND LABOR,

*Washington, January 16, 1908.*

SIR: Referring to the committee's letter of January 13, 1908, inclosing a copy of H. R. 13270, "To construct and place a light-ship off Point Judith, Rhode Island," and asking suggestions touching the merits of the bill and the propriety of its passage, this Department has the honor to state that it is informed by the Light-House Board, to which the matter was referred, that Point Judith, Rhode Island, light station has a good light and a powerful fog signal, with deep water close to the shore; that during the past year an acetylene-gas and whistling buoy, belonging to private parties, was installed for experimental purposes one and a quarter miles to the southward and eastward of Point Judith and met the needs of navigation, and that two fog signals so close together are undesirable.

The Board is of opinion that the establishment of this light vessel is inadvisable and that the interest of navigation would be more perfectly met by the appropriation of not more than \$30,000 for the purchase and establishment of a large combination acetylene-gas and whistling buoy with reliefs off Point Judith, Rhode Island.

This Department, therefore, concurring in the opinion of the Light-House Board, recommends that this bill do not pass.

Respectfully,

OSCAR S. STRAUS,  
*Secretary.*

CHAIRMAN COMMITTEE ON INTERSTATE AND FOREIGN COMMERCE,  
*House of Representatives.*

Mr. MANN. House bill 14396; you think \$500 will cover that?

Commander HELM. Yes, sir; I think so. We already have authority to light the river up there as far as Bordentown, but they want to extend it up to Trenton.

DEPARTMENT OF COMMERCE AND LABOR,  
Washington, January 24, 1908.

DEAR SIR: This Department has the honor to acknowledge the receipt of the committee's letter of January 21, 1908, inclosing a copy of H. R. 14396, "Authorizing the Light-House Board to establish post lights on the upper Delaware River between Bordentown, N. J., and Trenton, N. J.," and asking that the committee be furnished with such suggestions as may be deemed proper touching the merits of the bill and the propriety of its passage.

In reply, this Department begs to state, at the instance of the Light-House Board, that the establishment of post lights on the upper Delaware River between Bordentown, N. J., and Trenton, N. J., is very desirable, and necessary to subserve the best interests of navigation.

This Department, therefore, concurring with the views of the Light-House Board, respectfully recommends the passage of the bill.

In order to provide an appropriation to carry into effect the provisions of this bill, this Department has the honor to recommend, at the instance of the Light-House Board, that the coming sundry civil appropriation bill, under the heading of Light-House Establishment, lighting of rivers, be amended by striking out the word "Bordentown" and inserting in its place the word "Trenton," which will enable the Light-House Board to establish post lights on the Delaware River all the way from Philadelphia to Trenton, instead of stopping at Bordentown, as was provided in the last sundry civil appropriation act.

In this connection the Department respectfully invites your attention to its letter of December 24, 1906, on this subject.

Very truly, yours,

OSCAR S. STRAUS,  
Secretary.

CHAIRMAN COMMITTEE ON INTERSTATE AND FOREIGN COMMERCE,  
House of Representatives.

Mr. MANN. House bill 10509 for the range lights in McHenry channel.

Commander HELM. I have a map here showing exactly what you want.

Mr. MANN. Let us look at it.

(The committee examined the map referred to.)

Commander HELM. The estimate of February 12, 1906, gives a description of the lights that they want there, and says it is believed that the two structures recommended can be built for \$125,000—\$85,000 for the front light-house and \$40,000 for the rear light-house. In April, 1907, the engineer said that the estimate was largely conjectural in the absence of borings and exact data, and there will, of course, be some leeway as to the actual cost. I think it prudent to increase the estimate by 33 per cent.

Mr. MANN. I suppose the construction of one of these lights by itself would be of no practical utility?

Colonel CASEY. No, sir; not practical.

Mr. MANN. They have to have a range light there to do any good?

Commander HELM. Yes, sir; those channels there are very narrow and they have to keep exactly in them, and you get these two lights in a line.

Mr. MANN. I wondered, if we should provide one year for one and another year for the other, whether it would be practical.

Commander HELM. No, sir; you have to have ranges there.

DEPARTMENT OF COMMERCE AND LABOR,  
OFFICE OF THE SECRETARY,  
Washington, January 6, 1908.

SIR: Referring to your letter dated December 26, 1907, inclosing a copy of H. R. 10509, "To authorize additional aids to navigation in the Light-House Establishment," and asking that your committee be furnished with such suggestions as may be deemed proper touching the merits of the bill and the propriety of its passage, this Department has the honor to submit the following information:

The Light-House Board, to whom the matter was referred, states that the Fort McHenry channel is the only channel from Chesapeake Bay to Baltimore which is not adequately lighted. The Lazaretto Point light until lately was a guide to the harbor, but its recent obstruction by the erection of high buildings now practically destroys its value for this purpose. Steam vessels going to and from Baltimore have asked, because of the obstruction of the Lazaretto Point light, for the establishment of range lights as a guide for Fort McHenry channel. Plans have been carefully considered and the most feasible of them is that for the establishment of range lights with the front light near the intersection of the Brewerton and Fort McHenry channels. The front light would also serve as a turning point for vessels going into or out of the harbor, and the rear light would indicate the shoal near Rock Point, on the west side of Patapsco River. The establishment of such a range would involve considerable expense, but it would be fully justified by the great advantage it would confer on the large quantity of traffic representing the commercial interests of this vicinity.

The Department would respectfully suggest, therefore, that the sentence "on that part of the Craighill channel not now lighted by range lights, lying between the mouth of the harbor of Baltimore at Fort McHenry and that portion of the channel already lighted by range lights," in lines 8, 9, 10, 11, and 12, be omitted in the bill and the words "in the Fort McHenry channel" be inserted instead.

In view of the fact that prices of material and labor have advanced from 20 to 40 per cent since the original estimate was made, it is also suggested that the word "twenty-five," in the first line on the second page, be replaced by the word "sixty."

The proposed range stands number 4 in the order of importance of the new aids to navigation required in the fifth light-house district.

This Department therefore recommends that the bill, modified as suggested above, be passed.

Respectfully,

OSCAR S. STRAUS,  
*Secretary.*

CHAIRMAN COMMITTEE ON INTERSTATE AND FOREIGN COMMERCE,  
*House of Representatives.*

MR. MANN. House bill 4852, for a light-ship off Cape Henry, and House bill 17143, for lighted buoys, one off Cape Henry, one on mid-  
dle ground. As I understand, you think that if we give you \$25,000 there it will be sufficient?

Commander HELM. Twenty-seven thousand, for three. You remember I changed from \$8,000 to \$9,000. That was \$1,000 for a submarine bell, which I think ought to be put on afterwards.

MR. MANN. This morning you said you wanted one at \$8,000 and two at \$6,500 each, and thereupon I proposed that we make them \$8,000 apiece, and now you want them \$27,000.

Commander HELM. That was to put a submarine bell on.

MR. MANN. The submarine bells are not of much value down there; the boats do not use them.

Commander HELM. The Baltimore delegation, in coming down there and asking these things, said, "We want everything on this—a whistle and a light and a submarine bell."

MR. MANN. But they have not got them on their boats; could you not put the submarine bell on later?

Commander HELM. Oh, yes.

Mr. MANN. If we give out \$25,000 for that, do you not think they would be in great luck there?

Commander HELM. We will do the best we can; we have done the best we can, and I think we can do it that way, but a couple of thousand dollars is not much more on top of that.

DEPARTMENT OF COMMERCE AND LABOR,  
Washington, February 20, 1908.

SIR: This Department has the honor to acknowledge the receipt of the committee's letter of February 15, 1908, referring a copy of H. R. 17143, "Authorizing the Secretary of Commerce and Labor and the Light-House Board to purchase and establish lighted buoys at the entrance of the Chesapeake Bay," and stated that the Light-House Board, to which the matter was referred, states that the establishment of a large lighted buoy or a light-ship off Cape Henry, Va., is a much-needed aid to navigation, and that the completion of the new 35-foot channel at the entrance to Chesapeake Bay renders necessary the establishment of a lighted buoy to the northward of the middle ground near the entrance to Chesapeake Bay, that buoys suitable for these purposes cost from \$5,000 to \$15,000 each, and that the Board's estimate for the fiscal year 1909 does not contemplate the expenditure of the money required to carry this authorization into effect.

The Board recommends, therefore, and this Department concurs in the recommendation, that the bill be amended by striking out all after the word "same," in the ninth line, and substituting in the place thereof the following words "and that the sum of \$30,000, or so much thereof as may be necessary, be, and the same hereby is, appropriated therefor out of any money in the Treasury not otherwise appropriated."

Very truly, yours,

OSCAR S. STRAUS,  
*Secretary.*

CHAIRMAN COMMITTEE ON INTERSTATE AND FOREIGN COMMERCE,  
*House of Representatives.*

Mr. MANN. House bill 6206, for beacon lights at Bogue Sound. We have already passed on that; and 6207, for a beacon light in Lower Broad Creek, we have already passed on that.

Commander HELM. I understood you were going to allow the last one. We recommended one after the straightening of the channel.

Mr. MANN. Senate bill 3342, for a light-ship opposite the entrance of St. Johns River, Florida. What do you say about the necessity of that?

Commander HELM. The chairman of the Light-House Board went down there especially to examine into that and made a report, which I will read to you.

Mr. MANN. I wish you would give us that full report, for we have no report on that, and I would like to have it complete.

Commander HELM. The report from the chairman was that in his opinion the establishment of a light vessel in the locality specified was a desirable aid to navigation.

Mr. MANN. That is an opinion easily given, but no reason is suggested. What is the depth of the water there? Have you a plat of this? Would it be possible to put a gas buoy there?

Commander HELM. I think they want a fog horn on the light vessel; they insist on a light vessel there.

Mr. MANN. Does not a whistling buoy take the place of a fog horn? How far can you hear a whistling buoy, ordinarily?

Commander HELM. Sometimes you can hear it a mile or two miles, and sometimes for some reason you do not hear it until you get pretty close. A whistling buoy is operated by the motion of the waves, and sometimes it gets pretty loud and sometimes it does not.

Colonel CASEY. It depends on the height of the waves.

Commander HELM. Yes; and the wind, and so forth.

Mr. MANN. You can not hear a fog horn, sometimes, until you get pretty close to it?

Commander HELM. Still you are pretty liable to hear them a good distance.

Mr. MANN. How far do you think you can hear a fog horn ordinarily?

Commander HELM. Four or 5 miles.

Colonel CASEY. It depends on so many circumstances.

Mr. MANN. I understand that.

Colonel CASEY. For instance, you could pass through a zone where you do not hear them at all.

Mr. MANN. Yes, we have been all over that; you pass through a zone in the House of Representatives and do not hear a man, and you pass on the other side and hear him.

Commander HELM. I have in my mind the Bay of San Francisco; there you can hear them 4 or 5 miles sometimes.

Mr. MANN. Of course, you know the establishment of a light-ship does not mean the original cost, but the cost of maintenance. What would it cost to maintain one of these acetylene gas and whistling buoys?

Commander HELM. About \$200 a year.

Mr. MANN. It would cost more than that, because you would have to take it up and clean it; that would be the expense on the buoy itself; that would not count the labor and the use of the tender in handling it; you have to consider that.

Commander HELM. You are right about that; we have not had much experience yet. I told you about what the carbide would cost to recharge it.

Mr. MANN. What does that cost? I do not remember.

Commander HELM. We had one of them, about \$30 a ton, and we had one of them about seven months, which we figured cost us about \$109.

Mr. MANN. That is about a ton in four or five or six months?

Colonel CASEY. Six months, about that.

Mr. MANN. What is it you use?

Commander HELM. Carbide.

Mr. MANN. That is the stuff you make acetylene gas with?

Commander HELM. Yes, sir.

Mr. MANN. How do you construct these acetylene buoys that way; is the carbide put in the buoy?

Commander HELM. Yes, sir; then it goes down to the water, is arranged mechanically to touch the water and form a certain amount of gas, and arranged mechanically so that the gas pressure inside closes it.

Mr. MANN. You have not had any blow up?

Colonel CASEY. We have had them blow up down in Mobile.

Commander HELM. That is the higher pressure; what I have been describing is the low pressure. That is, it feeds to make the gas of the necessary pressure, and then, as it gets down, it automatically feeds more and the light goes up.

Mr. MANN. What do you want about this entrance of the mouth of St. Johns? Do you find a sufficient depth of water there? How deep water can you put one of these buoys in?

Commander HELM. Ten or 12 fathoms without any trouble, probably more.

Mr. MANN. Probably 60 to 70 feet?

Commander HELM. I do not think there is any trouble about the water down here.

Mr. MANN. Why would not a buoy do very well there in place of a light-ship? There is not much danger of drifting or anything of that sort, is there; no ice gets down to that?

Commander HELM. No, sir; not a great deal.

Mr. MANN. There are no very bad storms there, are there?

Commander HELM. Hurricanes sweep over from the Gulf there.

Mr. MANN. I do not think they have very bad storms on the east coast of Florida, do they?

Colonel CASEY. They have terrific winds.

Mr. MANN. That is news to me; I have been familiar with that country for twenty-five years, more or less, and I never heard of them.

Commander HELM. They come across there from the Gulf, pretty hard storms.

Mr. MANN. Not hard enough to affect the location of a buoy, are they?

Commander HELM. As far as that buoy is concerned, it is all right for the storm; it will stand a storm if anything else will.

Mr. ESCH. Is there very much commerce in the St. Johns up to Jacksonville?

Commander HELM. I do not know, sir.

Mr. MANN. There is more or less commerce that goes into Jacksonville, there is no doubt about that. They do not want it for vessels going up and down the coast, they want it as a turning point for vessels coming into Jacksonville.

Commander HELM. They claim there is a mist hanging out there often which prevents vessels coming along the coast from turning in to go to Jacksonville.

Mr. MANN. If they had a buoy there, do you not think that would probably answer?

Commander HELM. I am not satisfied that it would answer the wishes of those people down there. I would like to have Senator Taliaferro heard on that, because he is the principal advocate in favor of that buoy.

Mr. MANN. I know, but we would like to have your judgment about it.

Commander HELM. The judgment of the chairman of the Light-House Board was that it was a very desirable aid to navigation, but not absolutely necessary.

Mr. MANN. Will you not look into this matter as to whether a buoy there will not answer the purposes just as well at that point as it will at Cape Henry, where there is far greater commerce, and where the purpose is the same, to give vessels a turning point?

Commander HELM. I can give my own opinion, but in the face of all the pressure that is brought I am a little bit modest. As I say, Senator Taliaferro and the chairman of the Light-House Board came to the conclusion I have given you. I can give you my own opinion on that, I suppose, but I do not think it ought to be weighed against the opinions of these other people.

Mr. ADAMSON. How much would a light-ship cost?

Commander HELM. One hundred and fifteen thousand dollars.

Mr. MANN. The light-ship is proposed to cost \$175,000.

Mr. ADAMSON. The bill is for \$125,000.

Commander HELM. We built a lot of them for \$115,000.

Mr. ADAMSON. The cost is what I wanted to get.

Commander HELM. You mean to maintain?

Mr. ADAMSON. No; to build them.

Commander HELM. One hundred and fifteen thousand dollars.

UNITED STATES SENATE,  
COMMITTEE ON REVOLUTIONARY CLAIMS,  
Washington, D. C., April 3, 1908.

Hon. J. R. MANN,

*House of Representatives, Washington, D. C.*

MY DEAR MR. MANN: Your note of March 27, inviting me to appear before your committee on the morning of March 30 in behalf of my light-ship bill, has been received. I was called to Florida as a member of the Senate committee to attend the funeral of my colleague, the late Senator Bryan, and, returning here on Sunday, your note did not come to my attention until too late for me to be present. However, I can make the statement now and trust that it will afford ground to justify the incorporation of the item in your bill.

The St. Johns River has a very large and steadily growing commerce, which amounted in 1906, as I recall, to over \$30,000,000. We have a completed project of 24 feet of water from Jacksonville to the ocean and practically a daily line of steamships between New York and Jacksonville. There is also, I think, a steamship line between Jacksonville and Philadelphia. Besides these a considerable number of tramp ships enter the port, as well as many sailing vessels in the coastwise and foreign trade.

A light-house of comparatively ancient style and design stands at the mouth of the river, but is so located and of such meager power that vessels quite frequently lose the bar and pass it many miles to the southward. Indeed, it has been the case quite often that the Clyde ships established their location by the lights of a large summer hotel on the beach some miles south of the bar.

The shore line of beach and dunes, back of which are wide expanses of marshes without forests, headlands, or other characterizing features, is so low and uniform that, without running dangerously near the coast, a vessel is unable to determine her exact location, especially in fog or haze or bad weather of any kind.

The growing commerce of the St. Johns River has not been safeguarded as I hope it will be by adequate aids to navigation, one of the most important of which a light-ship would supply.

The Jacksonville Board of Trade, the St. Johns River Pilot Association, the Board of Pilot Commissioners, the steamship lines and their captains to a man, have all indorsed the project; the Light-House Board recommends it; and, if you personally knew the situation and conditions, you would, I am sure, very heartily favor it.

I commend the bill to your favorable consideration, and thank you in advance for your interest in the matter.

With kind regards, very truly, yours,

JAS. P. TALIAFERRO.

Mr. MANN. Let me ask about the need of the new tender for the sixth light-house district in place of the *Pharos*.

Colonel CASEY. They are more poorly off for tenders in that district than they are in any other.

Mr. MANN. Worse off than in the first?

Colonel CASEY. Very much more; they have not anything to go to sea at all.

Mr. MANN. Suppose we should allow one tender in the proposed bill?

Commander HELM. This is a little one, for \$25,000, a launch or a naphtha boat.

Colonel CASEY. They do not want much; they have asked for but \$25,000.

Mr. MANN. You think you could build a new engineer's tender for \$25,000?

Colonel CASEY. That is what they wanted, but they have found out afterwards that the expenses for drafting would have to come out of that, and they wanted that net.

Mr. MANN. We just provided for a new tender in that district. The act approved March 4, 1907, provided \$70,000 for building, completing, equipping, and outfitting complete for service a new steam tender for use in the shore and inland waters. This tender is being built under contract which provides that it shall be finished within a year.

Colonel CASEY. That is the fifth district, is it not?

Commander HELM. That is all right, it is an inspector's tender, a big vessel.

Mr. MANN. You said they were so badly off; we just provided for one tender.

Colonel CASEY. What district is that?

Mr. MANN. In the sixth, as provided by the act of last year. You can look that up later, and if you have any suggestions, send them in to us.

Commander HELM. I know the tender we have there; that will not go where this launch is intended to go.

Mr. MANN. I understand; but we can not provide everything in one district. They have to take turn about. Take the seventh district; you want a light down at Cape Romand, on the island forming that cape, about 33 miles southeast from Sanibel Island, Florida. How much needed is that? It is to cost \$45,000. You say there is no light between Sanibel Island and Key West, something over 100 miles?

Commander HELM. Yes, sir.

Mr. MANN. How much dependent is commerce upon those lights along there?

Commander HELM. I can show that better on the map.

(Commander Helm explained the situation on the map to the committee.)

Mr. MANN. That is not absolutely necessary at present, is it? Has there been any recent complaint about the light?

Commander HELM. No, sir; I have not heard that it is pressing.

Mr. MANN. How about that light at Sabine Pass, in the eighth district—House bill 17155? Is there any doubt about the need of that light down there at the end of the east jetty?

Commander HELM. No, sir; we think that light ought to be there.

Mr. MANN. There is a very large commerce there, as I understand it.

Commander HELM. And growing, I think.

Mr. MANN. And they have constructed these jetties and there is no light there at all?

Commander HELM. No, sir; it seems to be a very necessary point, and there is a commerce of quite a size growing, and great pressure is brought to make better navigation.



Mr. MANN. We provided, some years ago, \$35,000 for establishing a light station at the outer end of one of the jetties at Galveston Harbor, changing the characteristics of Bolivar Point light. You want \$10,000 more for that?

Colonel CASEY. The matter of the site for this station was finally settled in November, 1903, and the piles to carry the structure were driven through the rock work of the jetty in May, 1905, after a great deal of trouble, it being a most difficult job. Plans for a structure to suit these piles were then made, and the lowest bids received for the metal, \$13,910, and for the erection, \$8,440, amounting to \$22,350, which was in excess of the \$19,320.68 available.

Mr. MANN. You say "available;" there was an appropriation of \$35,000 for it.

Colonel CASEY. That was the only amount available then.

Mr. MANN. I know, but we would like to know about that.

Colonel CASEY. An additional sum of \$10,000 is therefore requested. The expenditure of \$15,679.32 on the surveys, preliminary plans, in sections, driving the piles, and the work incidental thereto is principally due to the difficult pile driving encountered.

Mr. MANN. What is the amount you say that was expended on the preliminary work?

Colonel CASEY. Fifteen thousand six hundred and seventy-nine dollars and thirty-two cents.

Mr. MANN. And that was for what purpose?

Colonel CASEY. Surveys, preliminary plans, sections, driving piles, and work incidental thereto.

Mr. MANN. That seems like an enormous amount of money to spend for that purpose.

Colonel CASEY. The fact that the metal work and erection ran above the balance available is due to the prevailing prices of labor and materials in 1907, when the bids were submitted, and also due to the fact that the plans call for a very substantial structure, in view of the effects of the Galveston hurricane. The driving of the piles was very expensive, and that, with the surveys and preliminary plans, and so on, used up a large amount of that appropriation, so that at the time when the bids were opened there was only \$19,320.68 available. The bids amounted to \$22,350.

Mr. MANN. They have gotten along with it ever since 1896. Do they need it now?

Colonel CASEY. We have gone so far with it I think we had better finish it, and it is a very essential work.

Mr. MANN. What about the light-house depot down there at San Jacinto?

Commander HELM. Here it is on the map.

Mr. MANN. What does that cover?

Commander HELM. That covers the buoy depot at Galveston, for the reason that the tender in that district has to carry buoys from Port Eads on the Mississippi River.

Mr. MANN. You now want to construct a covered buoy wharf there?

Commander HELM. Yes, sir; a depot shed.

Mr. MANN. At the cost of \$18,000?

Commander HELM. I have the explanation here; it has been changed.

Mr. MANN. You originally figured that it could be done for \$5,000 with an uncovered wharf, and now want a covered wharf; why do you need a covered wharf there? Would it hurt these buoys and cans, and so forth, to stay outdoors?

Commander HELM. They made a report first for \$18,000, then they reduced that to \$5,000 for this reason, because of the probable difficulty of securing an appropriation for the larger amount at an earlier date, and they wanted the appropriation as soon as possible, on account of the urgent necessity for some accommodation for this point.

Mr. MANN. You carried for five years in your annual reports a recommendation for \$18,000, then you carried for three years in your reports a recommendation for \$5,000, and now you have carried for two years a recommendation for \$18,000; that is ten years' time.

Commander HELM. Yes, sir.

Mr. MANN. And still there has been no great damage there. If you get a \$5,000 wharf, would it not cover the purpose?

Commander HELM. The necessity for a covered buoy wharf at Galveston is now more urgent than ever. I think, so far as I know, that they have been paying a great deal of attention to Galveston Harbor of late years, more than when they first started this, and I know they have improved the class of buoys, and of course it would be a great advantage to have that station, there is no doubt about that.

Mr. MANN. House bill 314, for a light and fog-signal station at Milwaukee Bay. You report that this is the most important aid in the ninth district.

Commander HELM. Did you say a light vessel?

Mr. MANN. I said aid.

Commander HELM. Yes, sir; that is all right.

Mr. MANN. You regard that as the most important one on Lake Michigan?

Commander HELM. Yes, sir.

DEPARTMENT OF COMMERCE AND LABOR,

OFFICE OF THE SECRETARY,

Washington, December 24, 1907.

DEAR SIR: Referring to your letter dated December 20, 1907, inclosing a copy of the bill H. R. 314, Sixtieth Congress, first session, "To authorize the establishment of a light and fog-signal ship in Milwaukee Bay, Lake Michigan," and requesting that the committee be furnished with such suggestions as may be deemed proper touching the merits of the bill and the propriety of its passage, this Department has the honor to submit the following information, based upon a report dated January 10, 1907, from the officers of the ninth light-house district to the Light-House Board:

"Milwaukee entrance lies in the bight of Milwaukee Bay. What is known locally as South Point projects nearly 3 miles to the eastward and North Point projects nearly 2 miles to the eastward of a north and south line drawn through the outer ends of the piers constituting the entrance to the inner harbor of Milwaukee. Vessels bound to Milwaukee from off Point Betsie, following the course usually pursued by vessels from other lakes bound for Milwaukee, necessarily shape their course so as to pass close by North Point. In foggy weather or during snowfall these vessels are in danger of striking upon North Point and have frequently done so. South Point is a similar hazard to vessels approaching Milwaukee from the southward.

"The following table shows the vessels that have stranded near Milwaukee in the last three seasons of navigation:

Name of vessel.	Locality.	Accident.	Date.	Loss.
Oar ferry P. M. No. 19.....	Fox Point.....	Stranded.....	Feb. 6, 1904	\$65,000.00
Steamer James R. Langdon.....	Near North Point.....	do.....	July 8, 1904	2,500.00
Steamer Ramapo.....	Near Milwaukee.....	do.....	Sept. 16, 1904	26,000.00
Steamer Wawatam.....	North Point.....	do.....	Oct. 9, 1904	11,500.00
Steamer City of Glasgow.....	do.....	do.....	Sept. 17, 1905	2,000.00
Steamer Iowa.....	do.....	do.....	Nov. 2, 1905	14,210.33
Steamer Appomattox and barge Santiago.	do.....	do.....	do.....	135,000.00
Steamer Starrucca.....	South Point.....	do.....	Apr. 26, 1906	22,000.00
Steamer Orion.....	North Point.....	do.....	Nov. 16, 1906	5,000.00
				283,210.33

"The losses stated in the table express approximately the immediate losses only. The indirect losses, such as lost time to vessels, etc., would largely increase the figures if they could be ascertained.

"It is believed that if a light-ship were established as proposed it could be maintained in position until late in December and reestablished by the 1st of April or earlier.

"It will be noted that only one of the strandings shown in the table occurred during the season when the light-ship would not be in position.

"It is believed that if a light vessel with suitable fog signal had been in the position indicated during the past three seasons nearly all of the strandings would have been avoided, as vessels would no longer be obliged to hug North or South Point, but would direct their courses toward the light-ship from which they would take up a new course for the piers."

This Department would further state that the matter stands No. 1 in the order of importance of new aids required in the ninth light-house district, as will be noted in the forthcoming annual report of the Light-House Board, and therefore recommends that an appropriation of \$75,000 be made for the purpose of constructing and establishing the proposed light vessel.

Very truly, yours,

OSCAR S. STRAUS, *Secretary.*

CHAIRMAN COMMITTEE ON INTERSTATE AND FOREIGN COMMERCE,

*House of Representatives.*

Mr. MANN. House bill 16083, for a light-ship at Southeast Shoal, off North Manitou Island, Lake Michigan.

Commander HELM. Yes, sir; we have that marked No. 2.

Mr. MANN. You regard that as the next most important?

Commander HELM. Yes, sir.

Mr. MANN. But you regard the one at Milwaukee as more important than that?

Commander HELM. Yes, sir; I think so.

Mr. MANN. I guess you will hardly get both of them.

DEPARTMENT OF COMMERCE AND LABOR,

OFFICE OF THE SECRETARY,

*Washington, February 7, 1908.*

DEAR SIR: This Department has the honor to acknowledge the receipt of the committee's letter of February 4, 1908, inclosing a copy of the bill H. R. 16083, "To authorize the establishment of a light and fog-signal ship on or near the Southeast shoal, off North Manitou Island, Lake Michigan," and asking that the committee be furnished with such suggestions as may be deemed proper touching the merits of the bill and the propriety of its passage.

The Light-House Board, to which the matter was referred, recommends the establishment of this aid to navigation. There is a light and fog-signal station on North Manitou Island. In recent years, owing to the deeper loading of the

lake steamers, a shoal has developed southeast of the North Manitou Island. With the exception of this shoal this is the safest passage through Lake Michigan, and is largely used. Owing to the close proximity of Pyramid Point to the eastward, it is impracticable for masters to accurately locate the position of their vessels in thick weather, and a light vessel on the easterly end of South-east shoal would aid them in passing through this narrow channel in foggy weather.

It is suggested that the word "vessel" be substituted for the word "ship" in the first line of the title of the bill and in the fifth and twelfth lines of the first section; and also that the following paragraph be included as the third section of the bill:

"SEC. 3. The Light-House Board is authorized to employ temporarily at Washington not exceeding three draftsmen, to be paid at current rates, to prepare the plans for the light vessel, such draftsmen to be paid from the appropriation for building this light vessel, such employment to cease and determine on or before the date when, the plans for this vessel being finished, proposals for building this vessel are invited by advertisement."

This Department concurs in the recommendations of the Light-House Board and recommends that the bill, amended in accordance with the above suggestions, be passed.

Very truly, yours,

OSCAR S. STRAUS,  
*Secretary.*

CHAIRMAN COMMITTEE ON INTERSTATE AND FOREIGN COMMERCE,  
*House of Representatives.*

Mr. MANN. House bill 15942, for a light and fog-signal station on Lansing shoal, Lake Michigan. That is a proposition which would be similar to the light station on White shoal, to cost \$250,000.

Commander HELM. Yes, sir.

Mr. MANN. I think it is very evident that we could not give you that this year. I do not believe it is worth while discussing it; there is a light-ship there now?

Commander HELM. Yes, sir.

DEPARTMENT OF COMMERCE AND LABOR,  
OFFICE OF THE SECRETARY,  
*Washington, February 5, 1908.*

DEAR SIR: This Department has the honor to acknowledge the receipt of the committee's letter of February 1, 1908, inclosing a copy of the bill H. R. 15942, "To authorize the establishment of a light and fog signal on Lansing shoal, Lake Michigan," and asking that the committee be furnished with such suggestions as may be deemed proper touching the merits of the bill and the propriety of its passage.

The Light-House Board, to which the matter was referred, states that Lansing shoal is located northeasterly from Squaw Island about  $4\frac{1}{2}$  miles, and bounds on the northward the narrow passage through which pass east or west bound vessels between the Straits of Mackinac and the northern part of Lake Michigan. The shoal consists of a number of detached shallow spots with depths less than 20 feet; the shallowest water shown on the chart is 17 feet, but it is probable that there are spots shoaler than this.

The present aids to navigation consist of two fixed red lantern lights and a steam fog signal, both upon a light vessel moored in 33 feet of water.

The number of large vessels passing by Lansing Shoal is constantly increasing. In the late fall and early spring, when navigation into Lake Superior is closed on account of ice, there are periods when vessels may still enter Lake Michigan from the lower lakes, and there is a considerable augmentation of coal shipments to Lake Michigan during these periods. It is impossible to leave on station the light vessel at Lansing Shoal until the Straits of Mackinac are closed by ice, and in the spring it is impracticable to have the vessel back on post before the rush of vessels to Lake Michigan begins.

For the reasons stated it is believed that a fixed light and fog signal should be established on Lansing Shoal. The position of Lansing Shoal and neighboring water is shown on chart of "Beaver Island Group, including the northeast end of Lake Michigan from Manistique to St. Helena Shoal," Catalogue Ma., to which attention is invited.

On account of the great exposure of Lansing Shoal and the depth of water thereon, it is believed that the cost of the aids to navigation recommended will be \$250,000.

This Department therefore, concurring in the views of the Light-House Board, recommends the passage of the bill.

Very truly, yours,

OSCAR S. STRAUS,  
*Secretary.*

CHAIRMAN COMMITTEE ON INTERSTATE AND FOREIGN COMMERCE,  
*House of Representatives, Washington, D. C.*

Mr. MANN. House bill 15941, for a gas buoy with fog signal attached on or near Garden Island Shoal, Lake Michigan, at a cost of \$7,500, which you say would require a relief buoy, at a total cost of \$15,000.

Commander HELM. Yes, sir.

Mr. MANN. What is this, one of these gas and whistling buoys?

Commander HELM. It is the same as we have been talking about; there is no other in that vicinity so far.

Mr. MANN. There is none up on the lakes now?

Commander HELM. No, sir; not of that class. Of course, if we had that one and had to take it in, we could take a Pintsch gas buoy there.

Mr. MANN. These gas buoys on the ocean are one thing; the trouble with the light-ships on the lakes is that they have to be taken in before navigation ceases.

Commander HELM. The buoys are the same way.

Mr. MANN. The buoys would be in the same condition?

Commander HELM. Yes, sir.

Mr. MANN. It would be cheaper, of course, to operate the gas buoys, say on Lansing Shoal, than the light-ship?

Commander HELM. Yes, sir.

Mr. MANN. Would it be as effective?

Commander HELM. On Lansing Shoal they want a light-ship up there.

Mr. MANN. I know what they want; they have a light-ship there.

Commander HELM. Yes, sir.

Mr. MANN. Off North Manitou Island they have some sort of buoy there now; what is it?

Commander HELM. The ordinary whistle on a buoy will not take the place of a fog whistle. I do not think it is reliable enough and can be heard far enough. A light-ship is very much better. The bells attached are not as good, because the vessels have to be equipped with receiving apparatus and all of them are not so equipped.

Mr. MANN. They have a few submarine signals up there?

Commander HELM. Yes. I asked Mr. Livingston, and he said he wanted those bells put there. I said, "Then we will take in the fog whistles." He said, "No; the old people will not get the apparatus for the submarine bells." We would have to get the whistles for the people who would not get the apparatus, so I do not think we can replace them at the present time.

Mr. MANN. What light is there now off Manitou Island?

Commander HELM. At Southeast Shoal there is a red gas buoy.

Mr. MANN. If they had an acetylene gas and whistling buoy, I should think they would be very well fixed. I doubt whether we can give them that this year.

Colonel CASEY. The trouble with any form of buoy is that they have to be taken in early in the season.

**Mr. MANN.** But that is not the trouble there; all of those aids to navigation have to be taken in early in the season. A vessel that comes from the north end of Lake Michigan south now, after it gets to be freezing weather has to come at a time when she is mighty careful; there are no aids to navigation left there to speak of.

**Colonel CASEY.** Except permanent light-houses.

DEPARTMENT OF COMMERCE AND LABOR,  
OFFICE OF THE SECRETARY,  
*Washington, February 5, 1908.*

**DEAR SIR:** This Department has the honor to acknowledge the receipt of the committee's letter of February 1, 1908, inclosing a copy of H. R. 15941, "To authorize the establishment of a gas buoy with fog-signal attachment on or near Garden Island Shoal, Lake Michigan," and asking that the committee be furnished with such suggestions as may be deemed proper touching the merits of the bill and the propriety of its passage.

The Light-House Board, to which the matter was referred, states that this shoal is located very close to the direct course of vessels from the Straits of Mackinac bound westward, being about 5½ miles ENE. from Squaw Island light. It is now marked by a third-class red and black spar buoy, which is deemed inadequate. In the interests of navigation this shoal should be marked more distinctly, and it is therefore recommended that an acetylene gas buoy, with an automatic fog bell, be located on this shoal.

The commerce to be especially benefited includes nearly all of that between the lower lakes and Green Bay ports. This includes the ore bound to Lake Erie ports from the great ore port of Escanaba, Mich. In addition, especially in the autumn when the prevailing winds are westerly, a considerable portion of the vessels passing between the Straits of Mackinac.

**Mr. MANN.** Here is House bill 15936, for a fog-signal station at Grand Point au Sable, on Lake Michigan.

**Commander HELM.** That seems to be a pretty important point there. The chart will show the position of it.

**Mr. MANN.** That is proposed to be done at an expense of \$11,000?  
**Commander HELM.** Yes.

**Mr. MANN.** All you need there is a fog signal?

**Commander HELM.** Yes, sir.

**Mr. MANN.** That is between Point Betsie and Manistee?

**Commander HELM.** Between Point Betsie on the north and Manistee on the south.

**Mr. MANN.** The lights at Point Manistee and Ludington are in buoys, I believe?

**Commander HELM.** Yes, sir.

**Mr. MANN.** I know how that lies; I have it in my mind; we have been up there several times. The Point au Sable sticks out in the lake a little way; the vessels coming up there have no protection at all.

**Commander HELM.** No; not for fog. It is a place where vessels would want to go close up to fix their point of departure in foggy weather.

**Mr. MANN.** You regard that as quite important?

**Commander HELM.** Yes, sir; it seems to me so.

DEPARTMENT OF COMMERCE AND LABOR,  
OFFICE OF THE SECRETARY,  
*Washington, February 5, 1908.*

**DEAR SIR:** This Department has the honor to acknowledge the receipt of the committee's letter of February 1, 1908, inclosing a copy of H. R. 15936, "to authorize the establishment of a fog signal at Grand Point au Sable, Michigan, on Lake Michigan," and asking that the committee be furnished with such sug-

gestions as may be deemed proper touching the merits of the bill and the propriety of its passage.

The Light-House Board, to which the matter was referred, states that vessels bound from the Straits of Mackinac to Chicago, or South Chicago, or vice versa, take a straight course from or to Point Betsie, leaving a narrow margin when passing abreast of Big Point Sable.

The signals at Manistee and Ludington pierheads, being in deep bays, one on each side of this point, are naturally ineffective in conveying to the vessels information as to their distance off the point.

The number of vessels bound through has increased materially of late years, and in a short time there will be a further increase by reason of extensive growth of business to be expected at South Chicago, Ill., and Gary, Ind.

Mariners are making strenuous complaints as to the absence of a fog signal at Grand Point au Sable, and the Light-House Board is strongly impressed with the need of immediately establishing one.

This Department therefore, concurring in the views expressed above, recommends the passage of the bill.

Very truly, yours,

OSCAR S. STRAUS,  
*Secretary.*

CHAIRMAN COMMITTEE ON INTERSTATE AND FOREIGN COMMERCE,  
*House of Representatives.*

Mr. MANN. House bill 7591, for a light station at Indiana Harbor; you have made a recommendation against that?

Commander HELM. Yes, sir.

Mr. MANN. That is somewhat in the same position as Greenville, N. J.?

Commander HELM. That is the way we understand it, and that is the report of the district officers.

Mr. MANN. Of course, Greenville, N. J., is practically the terminal of the Pennsylvania Railroad.

Commander HELM. We have a joint report of the officers out there, and they describe this harbor as a private aid to navigation.

Mr. MANN. There is a private aid to navigation now, because they need an aid to navigation, but there are a great many concerns there.

Commander HELM. The report is that the harbor in question is a private aid to navigation, and is utilized as such.

Mr. MANN. The fact is that so far as the harbor is concerned there, it was constructed by the people who laid out Indiana Harbor, but they have sold out their properties and holdings to a very large extent, and there are a dozen or more large steel and manufacturing establishments there which make use of lake commerce. It is not likely that the Indiana Harbor people will maintain a light there a great while. Why could you not put a light there out of your general fund—a small light?

Commander HELM. I do not know of any reason why we should not, except we thought that port was private until we got your information. This report says it is a private harbor, and the report says that the private aids may be maintained after getting permission from the Light-House Board.

Mr. MANN. The people who have done the work at Indiana Harbor are not a manufacturing establishment, nor the people who make use of the harbor at all. Of course they excavated this harbor in order to help to sell their property, there is no doubt about that, and they have maintained the light there for that purpose, but the property has been largely sold. It is Judge Crumpacker's district; he gave us a history of all of the establishments there, and all that, and most of us go through there on the different railroad

tracks; there are a great many plants there. Those people make use of this, but the Indiana Harbor people who constructed the harbor make absolutely no use of the harbor whatever.

Commander HELM. With that information, it would be our business to refer this back and have these officers go over it again and correct their report, or confirm what they have made before, but we thought we had the best information obtainable until you told us to the contrary.

Mr. ADAMSON. What about that Greenville harbor; you keep what lights are necessary, do you?

Commander HELM. We do think the light-house is necessary.

Mr. ADAMSON. You do keep what aid you think is necessary?

Commander HELM. A gas buoy, yes, sir.

Mr. ADAMSON. So that vessels can keep their courses in going in?

Commander HELM. Oh, they do; there are several lights in that vicinity; if we put one at Greenville there would be too many lights.

DEPARTMENT OF COMMERCE AND LABOR,  
OFFICE OF THE SECRETARY,  
Washington, January 3, 1908.

SIR: This Department has the honor to acknowledge the receipt of the committee's letter of December 20, 1907, inclosing for examination and report thereon a copy of H. R. 7591, "for the establishment of a light-house and fog signal at the northerly end of the pier at Indiana Harbor, southerly end of Lake Michigan, Indiana."

In reply this Department begs to state that the Light-House Board, to whom the matter was referred, reports that the harbor in question is a private harbor, and that the geographical location of Indiana Harbor is not such as to require the establishment there of a coast light. The Board is of opinion that the only lights that should be established are such pierhead lights or beacons as may prove necessary to enable the owners and maintainers of the piers erected there to utilize them.

The Board is of opinion that such lights ought to be established and maintained, if at all, by the owners of the harbor.

The act approved June 20, 1906, provides in effect that after January 1, 1907, private aids to navigation may be established and maintained after obtaining permission from the Light-House Board in accordance with rules and regulations to be established by the Secretary of Commerce and Labor. This Department has established these rules and regulations, and it suggests that persons interested get permission to erect and maintain such lights at this point as they may desire.

This Department, therefore, concurring with the Light-House Board, does not find itself able to recommend the passage of the bill for the establishment of a light-house at Indiana Harbor, in the State of Indiana.

Respectfully,

OSCAR S. STRAUS, *Secretary.*

HON. W. P. HEPBURN,

*Chairman Committee on Interstate and Foreign Commerce,  
House of Representatives.*

Mr. MANN. Fisherman Shoal, Lake Michigan, Wisconsin; you have had a recommendation in there for six years now, and you now ask for \$100,000. Where is Fisherman Shoal, on the east or west coast?

Colonel CASEY. Near Green Bay.

Commander HELM. Right at the south entrance to Green Bay.

Mr. MANN. You now have a lighted buoy there. That is not as important as the light-ship at Milwaukee or North Manitou?

Commander HELM. No, sir.

Mr. MANN. How important do you regard that Fisherman Shoal, or are you personally acquainted with the situation?



Commander HELM. That is named by the district officers No. 3 on the list, and the Light-House Board recommended this before the bill came in.

Mr. MANN. No. 3?

Commander HELM. They had the Milwaukee light vessel first and the North Manitou light vessel second and the Fisherman Shoals third. Of course this Lansing Shoal bill has been introduced since that time.

Mr. MANN. Of course you are very apt to regard a high-priced proposition as more important than one of lower price, as compared with the relative cost of things. Take, for instance, this Point au Sable proposition, do you regard that as a rather important thing or not?

Commander HELM. Yes, sir; yet that is cheap, too. Yes, sir; I think that is of pressing importance; in fact, it does not cost much, and we ought to get that.

Mr. MANN. Little Gull Island, entrance to Green Bay; you want \$30,000 for a light and fog signal station there. The act of 1893 authorized the establishment of that light station at a cost of \$20,000, and you never have made any effort to have the appropriation made for it. Now, you ask for \$30,000 for it. Do you regard that as very important at this time?

Commander HELM. No, sir.

Mr. MANN. I think you could get that \$20,000 appropriation if you would ask the Committee on Appropriations for it; it is authorized.

Colonel CASEY. I do not think it is very important; I have not heard much about it.

Commander HELM. Since I have had anything to do with it I have not heard anything about it one way and the other, and of course there as a good many things put in this estimate that do not belong there.

Mr. MANN. Point aux Barques light and fog signal station, \$45,000.

Commander HELM. It has been asked for the last nine years, and there is no immediate pressure, so far as I know, for it.

Mr. MANN. How much necessity is there for the relief light vessel for the ninth and eleventh districts, for which there was an appropriation made in 1903 of \$30,000? You say it will cost \$20,000 more.

Commander HELM. Yes, sir.

Mr. MANN. Do you increase the size of those vessels?

Commander HELM. I do not know why they should have asked for the original amount. The light-vessel of the same size we are now building cost \$37,500 for the hull, and we had an appropriation of \$45,000, and it will all be utilized in the anchors and chains and fitting the lights on the vessel and the outfit and equipment, and we got two bids on this vessel here, number 82. The vessel that they want up there is similar to the one that is building now at Muskegon, Mich., for \$37,500, length 88 feet and draft about 7, and about 150,000 tons burden, steam and fog signal. Why they should have gotten \$30,000 I do not know.

Mr. MANN. What is the necessity for this relief light-vessel up there?

Commander HELM. If anything happens to one of those light-vessels this one would go on the station.

Mr. MANN. Have you not got an extra light-vessel?

Commander HELM. Not at the present time; no, sir.

Mr. MANN. What has become of it? You did have an extra light-vessel up there the last I heard. What you want there is an authorization for an increased amount of \$30,000 so as to make the total cost \$50,000 instead of \$30,000 as originally provided?

Commander HELM. Yes, sir; that seems necessary.

Mr. MANN. St. Joe light depot. Your board has been very urgent in the past to have that thing fixed.

Colonel CASEY. Yes, sir; it is falling down.

Commander HELM. It has gone about as far as it can go, and it must be fixed up. Everything about it is falling down.

Mr. MANN. Oh, not everything; I have been there and you have not, I suppose.

Commander HELM. We have a report on it.

Mr. MANN. The difficulty there is that the lake has washed around on one side of the breakwater there and washed out the adjoining land, and washed under part of the breakwater, and of course there is danger that that will go in and that part of the pier will be exposed to the action of the waves, and what you want to do is to build a new breakwater.

Commander HELM. Urgent repairs are needed to the dock and the light-house and fences. The whole dock, from the water line up, and all the planking is so rotten that the dock is practically useless; the whole L of the dock is gone and can not be used in any way.

Mr. MANN. It is the L of the dock; that is where the breakwater was. Have you the estimate there?

Commander HELM. Yes, sir.

REPORT FROM THE DEPARTMENT OF COMMERCE AND LABOR.

Urgent repairs are needed to the dock and fences at the St. Joseph light-house depot, Michigan, the whole dock, from the water line up, and all planking is so rotten that the dock is practically useless. The whole L of the dock is gone and can not be used in any way. The fences are in bad state and will have to be replaced. It is estimated that the necessary repairs at the light-house depot specified can be made for not exceeding \$24,000.

The Light-House Board therefore recommends, and this Department concurs in the recommendation, that an appropriation of \$24,000 be made in the urgent deficiency bill for the necessary repairs at the St. Joseph light-house depot, Michigan.

Mr. MANN. In the tenth light-house district, House bill 17215, introduced by Mr. Knapp, for the erection of a dwelling for the keeper of the Cape Vincent, New York, light-house. You have the authority now to erect a keeper's dwelling there, have you not?

Colonel CASEY. The question came up the other day as to whether or not that was desirable, and I submitted it to the district officers and got a report from them that it was highly desirable, and that is all we know.

Mr. MANN. Then you had better build it. You did have authority to build 30 light-house keepers' dwellings, not to exceed \$6,500 for each dwelling. Last year you had an appropriation of \$75,000 for that purpose; I do not know what you have asked for this year, but that \$75,000 ought to have built half of those.

Colonel CASEY. We have asked for the balance.

Mr. MANN. You made a mistake; that did not contemplate that you would build all those in two years.

Colonel CASEY. We have started fifteen and some of them do not cost as much as that—not over \$4,500 or \$5,000.

Mr. MANN. That is acting in good faith, because that was the limit that was fixed, supposing that it would not cost that much.

Mr. ESCH. What are you doing with reference to the Sheboygan light-house dwelling?

Colonel CASEY. It is mixed up with the land title and there is some delay about it.

Mr. ESCH. And legal proceedings begun and all that?

Colonel CASEY. Yes, sir.

Mr. ESCH. Have they determined it yet?

Colonel CASEY. They have not quite fixed it yet, but we are pushing it as fast as we can. They act rather slowly sometimes.

Mr. MANN. There is no reason why we should make specific appropriation now for the erection of any keeper's dwelling when you have not exhausted your authority.

Colonel CASEY. We have exhausted the authority.

Mr. MANN. No; you have not exhausted the authority, Colonel Casey.

Colonel CASEY. Oh, yes; I mean to say we have \$75,000, and that is all apportioned.

Mr. MANN. The authority was to build thirty dwellings.

Colonel CASEY. That is true; but we have not the money for it.

Mr. MANN. You will get it as fast as you are entitled to it. We expected, when we appropriated for thirty dwellings, that that would take care of the present necessities of the light-house service.

Colonel CASEY. I think it will.

Mr. MANN. That provided for not quite three dwellings to a district, but pretty close to it.

Colonel CASEY. We would like to have the money for that authorization.

Commander HELM. I think the item was introduced by somebody else, and the Light-House Board was not responsible. Of course, as I understand, we did not ask for the authority to ask for this.

Mr. MANN. You made a report in favor of the bill, which you ought not to have done.

Colonel CASEY. Oh, if the thing is along the lines that we wish and somebody else wishes we can not disapprove it.

Mr. MANN. But you could have said that you had authority to build these dwellings.

Colonel CASEY. We might have put it that way.

DEPARTMENT OF COMMERCE AND LABOR,  
OFFICE OF THE SECRETARY,  
*Washington, March 4, 1908.*

DEAR SIR: Referring to the committee's letter dated February 17, 1908, inclosing a copy of H. R. 17215, "For the erection of a dwelling for the keeper of the Cape Vincent (N. Y.) light-house," and asking that the committee be furnished with such suggestions as may be deemed proper touching the merits of the bill and the propriety of its passage, I have the honor to submit the following information:

The Light-House Board, to which the matter was referred, states that the station consists of two lighted beacons at the ends of a breakwater abreast Cape Vincent, N. Y. The keeper is required to live on shore and makes trips to and from the breakwater in a small boat. A boathouse is rented for \$15 per annum, but it is and has been in a leaky and dilapidated condition for a year or more.

It is deemed essential for the efficiency of the station that a keeper's dwelling and boathouse be provided and located conveniently on land to be purchased and owned by the United States for that purpose.

In view of the fact that it will be necessary to purchase the land for the dwelling, in addition to providing the dwelling, the Light-House Board also deems it best that the amount named in the bill be \$6,000 instead of \$5,000.

Concurring in these views of the Light-House Board, I recommend that the bill, amended as indicated above, be passed.

Very truly, yours,

OSCAR S. STRAUS,  
*Secretary.*

CHAIRMAN COMMITTEE ON INTERSTATE AND FOREIGN COMMERCE,  
*House of Representatives.*

Mr. MANN. House bill 16638, for the establishment of a light vessel in Lake Erie south of Point Abino, Ontario, Canada, in United States waters.

Commander HELM. We do not recommend that.

Mr. MANN. You reported adversely on that?

Commander HELM. Yes, sir.

DEPARTMENT OF COMMERCE AND LABOR,  
OFFICE OF THE SECRETARY,  
*Washington, March 7, 1908.*

DEAR SIR: Receipt is acknowledged of your letter dated February 8, 1908, inclosing H. R. 16638.

In reply I have the honor to state that the matter of the establishment of a light vessel in Lake Erie south of Point Abino was carefully considered by the Light-House Board at its session on March 2, 1908, when it decided that such a light vessel could only be anchored in United States waters, which would be at a considerable distance from Point Abino, and as Buffalo, with a powerful fog signal, is not far off, the necessity for such a light vessel is not apparent.

I have the honor to state, therefore, that the Department can not approve the establishment of the light vessel specified.

Very truly, yours,

OSCAR S. STRAUS,  
*Secretary.*

CHAIRMAN COMMITTEE ON INTERSTATE AND FOREIGN COMMERCE,  
*House of Representatives, Washington, D. C.*

Mr. MANN. Fairport fog signal, mouth of Grand River, Lake Erie, Ohio.

Commander HELM. It has been there a long time, sir, and was authorized before, but we never got an appropriation and I have never heard anything about it lately. I do not know anything about it except what is in this report.

Mr. MANN. Entrance to Cleveland Harbor. There have been some new breakwaters erected there?

Commander HELM. Yes, sir.

Mr. MANN. The Board considers that two lights ought to be established on the pierheads on the outer ends when that breakwater is completed?

Commander HELM. Yes, sir.

Mr. MANN. Should not that be done?

Commander HELM. Yes, sir.

The CHAIRMAN. A suitable light-house for the east breakwater, pierhead, and for the west pierhead?

Commander HELM. Yes, sir.

Mr. MANN. That is a matter where there is an immense amount of commerce. How can they operate that when the breakwater is finished without these lights?

Commander HELM. I think they are necessary; the engineer officers made the estimate and the Board approved it.

Mr. MANN. Entrance to Lorain Harbor, Black River, Lake Erie.

Commander HELM. That is a very old item.

Mr. MANN. That can wait, I guess, then.

Commander HELM. It is not as important as Cleveland. I may say that in that group Cleveland is number one.

Mr. MANN. In that eleventh district we have here House bill 17508, House bill 17828, House bill 7598, and Senate bill 5594, in reference to a new light station on Gull or Michigan Island. If a station is to be built there, should it not be built at the east end of Gull Island?

Commander HELM. On that little island?

Mr. MANN. Yes, sir.

Commander HELM. Looking at the chart, that would look to me the place to put it. The trouble was a bad foundation, and, second, the trouble they would have to get out to this light and maintain it in case it was put there, and the third is the district officers say it would do just as well on Michigan Island for navigation, and very much better for other purposes, and the Lake Carriers' Association says they want it there.

Mr. MANN. They were very insistent last year that it should be on Gull Island, and now they are very insistent that it shall be some place else.

Colonel CASEY. They are not insistent, but they say they would just as leave have it there.

Commander HELM. They said that they would be satisfied. The location of that has been discussed and changed and the price has been discussed and changed. There are a lot of bills introduced that we are not responsible for, but are responsible for the recommendation in the first place, and by looking at the map and having the people in the office go over it we decided that the island was the best place.

Mr. MANN. This proposition did not originate with any light-house people; they did not report until after the proposition had been advocated.

Commander HELM. They reported on it.

Mr. ESCH. How much would the difference in cost be to put it on Gull Island from what it would be to put it on Michigan Island?

Colonel CASEY. Twenty thousand dollars.

Commander HELM. They have it down at \$60,000 and \$100,000 in there.

Mr. ESCH. Then there would be the increased cost of supplies on that island?

Colonel CASEY. Yes, sir.

Mr. ADAMSON. It will be much cheaper on the large island?

Colonel CASEY. Yes, sir.

Mr. MANN. Nobody goes there in the winter time, do they?

Mr. ESCH. All but four months—what is the cold season up there?

Commander HELM. The cold season this year has been a very short time. They were going up there, it seems to me, until along some time in January, and they are ready to open now.

Mr. ESCH. Of course, this traffic would continue longer than the traffic through the Sault.

Mr. MANN. Up at Standard Rock there. We ascertained last summer when we were up there, Mr. Esch and myself, that they made three or four or five attempts last spring before they could get up in the light-house at all on account of the ice.

Colonel CASEY. That is the trouble.

Mr. MANN. Do you regard this location, then, at the east end of Michigan Island perfectly satisfactory?

Colonel CASEY. I so thought from Mr. Livingston's letter.

Mr. MANN. Vessels coming toward it, of course, would have to pass Gull Island.

Colonel CASEY. They go a long way out, and the result is that whether the fog signal is on Little Gull Island or east Michigan Island makes little difference. Here is the way they sail [indicating on map], off here.

Mr. ADAMSON. Gull Island is so low and flat that they can see the light just as well on Michigan Island?

Colonel CASEY. Oh, yes; they can see it just as well.

Mr. MANN. If we should provide a light at the east end of Michigan, we could provide that the one at the west end should be discontinued?

Colonel CASEY. Yes, sir.

Mr. ESCH. If you did that, could the light at the east end be discerned by a vessel eastbound making Kewaunee Point?

Colonel CASEY. They do not use that channel much.

Mr. MANN. They have stated to us repeatedly that if one light was established the other could be discontinued.

Colonel CASEY. It can be; I do not think there is any question about that.

Mr. MANN. Could we not just move everything out of the west light into the other light?

Colonel CASEY. I think we could, but we want to make this a better light.

Commander HELM. In answering one of these bills the executive officer of the light-house suggested that the language be changed so as to put the light at or near the east end.

Mr. MANN. We will take care of that.

Commander HELM. So that with all these arguments and uncertainties they feel this way: That if they were going to put it up they ought to make a little further investigation and make sure about what was the best place. There is some doubt about that little Gull Island yet.

Mr. MANN. Mr. Morse's one proposition is to provide \$80,000; another proposition is to provide \$100,000; another is to provide \$100,000, and another \$100,000. You think you could put it on Michigan Island for \$80,000, do you?

Commander HELM. I think it could be done for \$80,000, but we gave a little excess for contingencies in case we wanted to put it on Gull Island. Of course we would turn the difference back; we wanted to have it in case we decided on Gull Island for some reason we do not know about now.

Mr. MANN. It seems we ought to know what we are going to do.

Commander HELM. We ought to make a definite survey.

Mr. MANN. Why do you not make it now?

Commander HELM. It would cost money to make surveys and I have had something definite.

Mr. MANN. How much would it cost?

Colonel CASEY. A survey? About \$3,000.

Mr. MANN. Suppose, then, instead of an authorization to build, we should authorize you to spend so much for the survey and decide where it should be located; it would take you a year to make the survey and estimate anyhow.

Colonel CASEY. I think that would be a good plan; I would like to have a complete survey and a weighing of all the circumstances.

Mr. MANN. That might not be a bad scheme.

Commander HELM. I may say personally that if I were going to build it I would go out and find out where it ought to go.

Mr. MANN. Personally, when we were out there, I asked some of the navigators about that, and they said it was not needed at all. The Lake Carriers' Association were so insistent about it that they may be right about it.

Mr. ESCH. It would be pretty hard west bound to get down without a light, but the point with me is whether if we authorize the new location we can dispense with the old light.

Colonel CASEY. I think we can, because we can make it higher.

Mr. MANN. If we get a survey, we will find out all about that.

Commander HELM. As soon as they start to move that old light there will be a complaint come down here to keep it.

Mr. ADAMSON. Make a survey and determine whether you need it at all or not, and if so, where.

The CHAIRMAN. That reminds me, by the way, that in the act that passed last year we expressly directed the Light-House Board to report the aids which might be dispensed with; that has received no consideration at the hands of the Light-House Board.

Commander HELM. The instructions have been given, and that will be sent in next year, if there are any recommendations of anything can conscientiously be discontinued.

Mr. MANN. We are willing to take the responsibility.

Colonel CASEY. We discontinued that Milwaukee light.

Mr. MANN. We discontinued, and you are operating it in violation of the law.

Colonel CASEY. We are not operating it.

Mr. MANN. Certainly you are; you are operating it in flat violation of the law.

Colonel CASEY. We allowed the steamboat company to go in and maintain a light at their own expense.

Mr. MANN. You have a Government official in charge of it, in the Government building, and I have no doubt it is Government oil that burns in the light.

Colonel CASEY. I do not think it is.

Mr. MANN. There is a Government official in charge, and the law provides that you have no authority to accept voluntary service on the part of anyone. Now, you are violating the law if you maintain the light, and if you do not maintain the light you are violating the law.

Colonel CASEY. It is a matter of urgency.

DEPARTMENT OF COMMERCE AND LABOR,  
OFFICE OF THE SECRETARY,  
*Washington, January 14, 1908.*

DEAR SIR: Referring to your letter dated December 20, 1907, inclosing a copy of H. R. 7598, "For the establishment of a light-house and fog signal at the easterly end of Gull Island, Apostle Group, westerly end of Lake Superior, Wisconsin," and asking that the committee be furnished with such suggestions as may be deemed proper touching the merits of the bill and the propriety of its passage, this Department has the honor to state, at the instance of the Light-House Board, to which the matter was referred, that, as several vessels have run aground in this vicinity during storms, the need of a light and fog signal here is apparent.

In view of the fact that a recent survey has indicated that the site formerly selected may prove undesirable, it is suggested that the words "at the easterly end of" in the title of the bill and in the tenth line of the body thereof be omitted, and the words "on or near" substituted in both places.

With these amendments made, this Department respectfully recommends the passage of the bill.

Very truly, yours,

OSCAR S. STRAUS,  
*Secretary.*

CHAIRMAN COMMITTEE ON INTERSTATE AND FOREIGN COMMERCE,  
*House of Representatives.*

DEPARTMENT OF COMMERCE AND LABOR,  
OFFICE OF THE SECRETARY,  
*Washington, February 26, 1908.*

SIR: Referring to the committee's letter dated February 20, 1908, inclosing a copy of H. R. 17508 "For the establishment of a light-house and fog signal station at the easterly end of Michigan Island, Apostle Group, westerly end of Lake Superior, Wisconsin," and asking that the committee be furnished with such suggestions as may be deemed proper touching the merits of the bill and the propriety of its passage, this Department has the honor to state, at the instance of the Light-House Board, that the bill is not approved, and respectfully refers you to its letter of this date approving H. R. 17828, which relates to the same subject.

Very truly, yours,

OSCAR S. STRAUS,  
*Secretary.*

CHAIRMAN COMMITTEE ON INTERSTATE AND FOREIGN COMMERCE,  
*House of Representatives.*

DEPARTMENT OF COMMERCE AND LABOR,  
OFFICE OF THE SECRETARY,  
*Washington, February 27, 1908.*

SIR: Referring to committee's letter dated February 24, 1908, inclosing a copy of H. R. 17828, "For the establishment of a light-house and fog-signal station at or near the easterly end of Michigan Island, Apostle Group, westerly end of Lake Superior, Wisconsin," and asking that the committee be furnished with such suggestions as may be deemed proper touching the merits of the bill and the propriety of its passage, this Department has the honor to state, at the instance of the Light-House Board, to which the matter was referred, that it recommends the passage of the bill.

Several vessels have gone ashore in this locality during storms in the past three or four years, so that a light and fog-signal station here is greatly desired by the maritime interests on the lakes.

Respectfully,

OSCAR S. STRAUS,  
*Secretary.*

CHAIRMAN COMMITTEE ON INTERSTATE AND FOREIGN COMMERCE,  
*House of Representatives.*

*Gull Island, Apostle Group, westerly end of Lake Superior, Wisconsin.*—The following is in part a copy of a letter dated February 7, 1907, from the Department of Commerce and Labor to the Senate Committee on Commerce:



"This Department has the honor to acknowledge the receipt of the committee's letter of February 1, 1907, inclosing for examination and report thereon a copy of Senate bill 8251, 'For the establishment of a light-house and fog-signal station at the easterly end of Gull Island, Apostle Group, westerly end of Lake Superior, Wisconsin.'

"In reply this Department has the honor to state that the Light-House Board, to whom this was referred, recommends the establishment of this light-house and fog-signal on Gull Island.

"Vessels bound for Ashland from Keweenaw Point are unable to see Michigan Island light until abreast of it, and this difficulty is increased in time of fog, as there is no fog signal at Michigan Island.

"Several vessels have run aground in this vicinity during storms. If there had been a light and fog signal there the wrecks might have been prevented.

"The Light-House Board reporting also that a light and fog signal can be built here at a cost not exceeding \$85,000, this Department recommends that after being so amended this bill do pass."

The Board is now of opinion that the bill should be so amended as to provide for the establishment of a light-house and fog signal at or near the easterly end of Gull Island.

Mr. MANN. Portage River pierhead fog signal, Lake Superior, Michigan; you have made a recommendation for several years for a fog-signal apparatus there at a cost of \$22,000. Is there anything new about it?

Commander HELM. No, sir; it is marked number 5 in importance in that district.

Mr. MANN. Eagle River light and fog-signal station, Lake Superior, Michigan.

Commander HELM. That is marked number 2.

Mr. MANN. You have had that recommendation in ever since 1894.

Commander HELM. This number 2 was put on this year; that has been there a long time; yes, sir.

Mr. MANN. That is \$38,000, for a light-house and fog-signal station. I should think the river would have changed since 1894.

Commander HELM. The joint report was made in 1905, and so we have recommended that that item be retained in the estimates, and it is marked number 2 by the district officers.

Mr. MANN. They have gradually worked up the cost of it from \$20,000 to \$25,000 and to \$38,000. Where is Eagle River, Lake Superior?

Mr. ESCH. Is it at the end of the canal?

Commander HELM. No, sir.

Mr. MANN. The same vessels would make use of that that would make use of the proposed light on Michigan Island? That is in the same line of travel, I suppose, with vessels coming out of Ashland. It was originally intended as a coast light and also as a guide to the entrance of the Eagle River, but the mouth of the Eagle River is now entirely blocked up with sand. They commenced saying that in 1894. I do not know whether it has been cleaned out or not. I think you had better find out something more about that before we act on it.

Portage Lake ship canal light station. You want a light station at the end of the breakwater at a cost of \$55,000. How necessary is that? Is that the breakwater? Which end of the canal is that?

Commander HELM. That is an old recommendation that we did not pay much attention to; it is at the south end of the lake. The latest report that I have is 1901; I did not lay much stress on it. We did not hear much about it; in fact, we did not think you people were going to take it up.

Mr. MANN. Rock Harbor, Isle Royale range lights, Lake Superior.

Colonel CASEY. We have not heard anything about that either; it seems to have fallen out.

Commander HELM. October 31, 1903, is the latest we have on that; I do not think that is of pressing importance.

(Thereupon, at 5.05 o'clock p. m., the committee adjourned until Saturday, April 4, 1908, at 10 o'clock a. m.)

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SUBCOMMITTEE ON LIGHT-HOUSES,  
COMMITTEE ON INTERSTATE AND FOREIGN COMMERCE,  
HOUSE OF REPRESENTATIVES,  
*Saturday, April 4, 1908.*

The subcommittee met at 10 o'clock a. m., Hon. James R. Mann (chairman) in the chair.

Mr. MANN. Now please state what you want.

Commander HELM. The anchorage buoys in the harbor of New York, which were placed there by the Light-House Board and were located by committee appointed by the Secretary of Commerce and Labor, were getting out of order; the question of repairing these buoys came up from time to time, and the question also of whether the money for the Light-House Board or the Revenue-Cutter Service should be used for this purpose. The latter question was referred to the Comptroller, and in the course of time the Comptroller decided that there was no available appropriation either from the Revenue-Cutter Service or the Light-House Board to expend on those buoys.

Mr. MANN. Do you know out of what appropriation the buoys were paid for in the first instance?

Commander HELM. I am not sure, but I think at one time the Revenue-Cutter Service had an appropriation of \$10,000 for that and a vessel that looked after the anchorage in New York, but at a later time that appropriation was so worded that it was not available for the buoys, but for the vessel.

Mr. MANN. How long since those anchorage buoys were placed there?

Commander HELM. I think they have been there for several years, but just how long I do not know. I did not look into that.

Mr. MANN. Would it require an additional appropriation at all or authorization to use your general fund for that purpose?

Commander HELM. We have no general fund available to start with. I presume an authorization for the Light-House Board to expend this money for that purpose would do, but we do not go into that since the Comptroller decided we had no money for it, because if we are going to take them we want an extra appropriation; there are quite a good many of them and there is quite a little work to do on them to get them in shape and keep them in shape.

Mr. MANN. Would it take an extra tender?

Commander HELM. Not at all. We put down \$10,000 a year to keep them in shape.

Mr. MANN. Do you know how many buoys are there?

Commander HELM. I counted them yesterday; about twenty-five, more or less.

Mr. MANN. They are permanent buoys, are they not?

Commander HELM. Permanent like any other buoys, yes, sir; they get adrift and steamers run into them occasionally, and they have to be taken up and painted, and all that sort of thing.

Mr. MANN. What you want to do is to have the power to replace them when they are lost in the first place; is that it?

Commander HELM. You have to take these buoys up and paint them and overhaul the chains periodically, whether they go adrift or not. That is what we want, to put down new ones now in place of the ones that are broken, put down new ones where necessary, overhaul the chains, and so forth, of all of these buoys.

Mr. MANN. What you want from this committee would be, probably, an authorization giving to the Light-House Board power to take care of those buoys and replace them when missing.

Commander HELM. From your committee; but we would like to have your authorization to go before some committee and get that \$10,000, too, because we have not the money to spare.

Mr. MANN. It certainly will not take \$10,000 a year to look after them.

Commander HELM. It will not take far from it. I had an estimate made out, and it is not far under that.

Mr. MANN. Who has been spending the money in the past?

Commander HELM. I told you about this back appropriation.

Mr. MANN. That is just one appropriation, but that was to place them there, I understood.

Commander HELM. No, sir; I said I was guessing a little at that \$10,000 appropriation which was available, and it changed last year; that is revenue business, and at some time or other the appropriation was made for that purpose and was worded so that it would be available for the buoys and one for the vessel that was used as a patrol.

Mr. MANN. Who took care of those boats last year?

Commander HELM. The Light-House Board, I suppose.

Mr. MANN. Out of what fund?

Commander HELM. I do not know. The Light-House Board has been mixed up a good deal up there; what was done was done by the inspector of the third district.

Mr. MANN. But it was out of the light-house fund?

Commander HELM. I guess it was, probably.

Mr. MANN. Then why do you need an increased appropriation to do it, when the Comptroller has simply decided you have not the authority, and you have been doing it out of your fund?

Commander HELM. If they have taken care of it in the past, we have not the money for the present and the future, and what they did for those buoys in the past has been very much mixed up; but I know that was the latest decision of the Comptroller that brought this about, and the Secretary of Commerce and Labor said we had to get some money from somewhere to take care of them, and he wrote the letter.

Mr. MANN. Will you look up the matter in the Light-House Establishment and report to us what fund you have expended for this purpose in the past—in the last few years?

Commander HELM. Yes, sir; it will take a little while; I will have to send to New York to get them.

Mr. ESCH. Mr. Livingston is here, and also Major Keller, of the eleventh light-house district, and I think they would like to make some observations on the Michigan Lake light.

Mr. MANN. We would be glad to hear Mr. Livingston and Major Keller upon any of the propositions up there on the Lakes.

Mr. LIVINGSTON. I thought that Major Keller happened to be here in Washington on some matters in connection with the Lake Service, and I understood from Mr. Esch and some others that there was possibly some ambiguity about the location of the Michigan Island light-house, and as Major Keller has made the surveys and is the light-house engineer of the district and is thoroughly familiar with the situation, I thought that he might answer any questions and clear up the whole situation so that there would be a thorough understanding of it. So I prefer that Major Keller should speak to you.

**STATEMENT OF MAJ. CHARLES KELLER, CORPS OF ENGINEERS,  
U. S. ARMY, DETROIT, MICH.**

Major KELLER. Gentlemen, I do not know exactly what it is that you want to know from me, but I understand that some doubt has arisen as to the proper location of that light.

Mr. MANN. Have you made a careful survey and borings up there?

Major KELLER. We have made no borings, but we have made a survey of Gull Island, which was mentioned in connection with the Michigan Island light.

Mr. MANN. Have you made a survey of Michigan Island?

Major KELLER. We have the light on Michigan Island now, and we know the nature of the foundation in a general way and the height of the island.

Mr. MANN. Are the foundations necessarily the same on the northeastern end of the island as they are on the southwesterly end?

Major KELLER. Not necessarily, but the outcrop is the same.

Mr. MANN. What is the character of the foundation there?

Major KELLER. There it is clay and hard, permanent soil, a good foundation for a tower of moderate weight.

Mr. MANN. What is the character of the foundation on Gull Island?

Major KELLER. As far as we have been able to ascertain without borings it is sand and gravel, not a very satisfactory foundation for a light station of any character.

Mr. MANN. Have you made borings at Gull Island at all?

Major KELLER. No, sir, and I will explain why we did not make borings. A survey of this character, unless a fund is specifically provided for, is paid for out of the general fund.

Mr. MANN. I understand, you have not had the money to make a careful survey?

Major KELLER. Exactly, and we wanted to find out the general condition so as to be able to answer definite questions. I do know that the area of the island is less than a quarter of an acre, that its height is less than 1 foot above the lake level.

Mr. ESCH. In a heavy sea it is all washed?

Major KELLER. It would be practically like building a light out in the open lake.

Mr. ESCH. How far is the island from the northeasterly end of Michigan Island?

Major KELLER. About 1 mile.

Mr. ESCH. Is that passage navigable?

Major KELLER. No, sir.

Mr. ESCH. Then how would you approach the island and from what side in order to supply it with supplies if we put the light there?

Major KELLER. We have many stations on places similar to that, and we approach them in small boats.

Mr. ESCH. You would have to lighter in entirely?

Major KELLER. Yes, sir; we lighter everything. But unless it is absolutely necessary, we do not like to add a station of that character. Gull Island means added expense without any corresponding advantage that I can see.

Mr. STEVENS. It would give you a wider range?

Major KELLER. I do not believe it will. Gull Island originally came into the question late in 1905, when the *Corey* was wrecked on Gull Island. If we put a light on Gull Island, it can not be for the benefit of a vessel which comes from the direction the *Corey* came. The light is not to guard against casualties that may occur during storms, when vessels are absolutely uncontrollable and do not know where they are, but to furnish a guide into Chequanegon Bay. There is a light there now, but it is not a light that was designed to form a guide into Ashland Harbor; it was intended to aid vessels in navigating the Apostle Islands and going into Bayfield and the other small adjoining port of Washburn. It is a small light, which has no fog signal, and it is too far in to be visible from the outside, from the course which vessels use in approaching from the Portage Lake ship canals. When they come from the Keweenaw Point they are as close to a light on Michigan Island as they would be to a light on Gull Island, so I can not see any good reason for spending the extra cost for putting a light on Gull Island.

Mr. ESCH. What do you estimate the extra cost to be?

Major KELLER. It would be at least \$35,000, and it might go over \$50,000. It was an indefinitely large sum. The situation seemed to be so one-sided that I did not go very elaborately into the estimates for Gull Island. We are building a station at the Rock of Ages, as you know, a somewhat similar site to Gull Island, except that we have there a rock foundation, which is a permanent foundation, at any rate, and the estimated cost of the station for a light of the second order is \$125,000, and that is the amount of the appropriation, and it will cost every penny of that; at Gull Island a station would cost at least that much and probably more.

Mr. STEVENS. Do you need a fog signal there?

Major KELLER. Absolutely; the nearest one to that is one at La Pointe, which is 17 miles farther. That is what the trouble is; vessels going into Ashland in foggy weather have absolutely no guide; the channel is comparatively narrow and dangerous, as lake channels go, and there ought to be a better guide to lead vessels to approach Chequanegon Bay.

Mr. MANN. Which direction was the *Corey* going when she was wrecked there?

Major KELLER. She was bound for Duluth, and she was trying to pass Outer Island, and when she wound up she was away down here; she was uncontrollable.

Mr. MANN. So that a light there would have done no good?

Major KELLER. Absolutely none.

Mr. MANN. And yet that is the only excuse that has been offered for putting a light there.

Major KELLER. I speak now with some knowledge of the facts.

Mr. MANN. We want you to speak to us, not to the Lake Carriers' Association.

Major KELLER. I am speaking to you; I am trying to tell you what I know about it. Mr. Colby was responsible originally, I believe, for the demand for the light on Gull Island, and I have talked to Mr. Colby about it and explained this very matter to him, and he said to me, "I think you are right; our demand for a light on Gull Island originated from the fact that the *Corey* ran on there, and it seemed that that was the place where a light ought to be;" and he agreed that if we had had the light there the *Corey* would have been wrecked just the same.

The CHAIRMAN (after examining map). As a matter of fact, whichever course you come you come toward Gull Island first, and if you do not know just where you are going you are liable to run into it?

Colonel CASEY. You see, they come opposite this Gull Island such a distance away that virtually they come abreast of them both at the same time.

Mr. MANN. A light many miles away is of very little value when you are siding it. Supposing you get a little off your course and have come right on your line from Keweenaw Point on a line with Gull Island and Michigan Island; they would go right through the two if they went on a straight line.

Mr. LIVINGSTON. I think if you had the other chart you would see that the distance is so infinitesimally small that it would make no difference.

Mr. MANN. A year ago our friend, the carriers' friend, and a good man, Mr. Livingston, was insistent that the only place to put this light was Gull Island. Do you not think it would be desirable to have a thorough survey up there, Mr. Livingston, so that we should not make a mistake?

Mr. LIVINGSTON. I do not have any special objection, Mr. Mann, to having a survey, and besides I want to say this, that I do not say we are infallible, but we have a large committee of masters to whom, when a question of this kind comes up, we always refer, to get the consensus of their opinions as to what is the best place and what is the most desirable thing, because they are the men behind the guns, of course.

Mr. MANN. But at their meeting a year ago last winter where did they say the best place was?

Mr. LIVINGSTON. There was a little difference of opinion; they were agreed on one thing, that it would practically be all right on either place, but some of them thought there might be a trifling advantage on Gull Island, and others thought it might be as good on Michigan Island. When the question was raised by the Light-House Board they agreed something like this, that a house could be built

for less money on Michigan Island, and that they could get a man to go there, a man who wanted to take his wife along with him, and all that sort of thing, that it would answer all practical purposes. Then all objections were withdrawn and they became a unit.

Mr. MANN. I know, but did they not pass a resolution last year very strongly in favor of locating the light on Gull Island?

Mr. LIVINGSTON. I think very likely they did, but it came up in connection with a lot of things and the resolution covered a number of things. I may say to you frankly, although I am thoroughly familiar with the ground, that there never has been a time with me, as Major Keller knows, but what it seemed to me that for all practical purposes, provided any money could be saved, if a light-house and a fog signal, and so forth, could be put on Michigan Island, it should be; what I mean by that is, to digress for a moment, that I understand the Light-House Department have a great deal of difficulty on account of low salaries getting the keepers, and it makes it hard for a man to take his wife, and when the advantages were balanced against the disadvantages I believed then, and I believe now, that all purpose would be equally as well served from Michigan Island as from Gull Island.

Mr. STEVENS. But you did not indicate those things to us at our hearing.

Mr. LIVINGSTON. I think that is true, for this reason, that at a large committee of masters these things were referred to them. I am a little delicate about running against a question which has come up, we will say, in a large committee, and the opinion is for something else, but I will say this, that after the matter has been presented to them carefully, they are all a unit.

Mr. MANN. On Michigan Island now?

Mr. LIVINGSTON. Yes, sir.

Mr. MANN. They were all a unit on Gull Island a year ago.

Mr. LIVINGSTON. No.

Mr. MANN. That was the statement; we have it in the hearings which we held a year ago, as you know.

Mr. LIVINGSTON. I do not attempt to dispute that, but I am merely telling you that a resolution that comes out of a committee is sometimes a compromise of a division in the committee, but when it comes out of the committee it is apparently unanimous, so far as the outside is concerned. I know that I went into the matter very carefully and I know there was a division, and it was better to present it as it came out of the committee. That is a navigation committee of captains on the Lakes, so I presented it just exactly as it came out of the meeting, with a number of other things.

Mr. STEVENS. But supposing we had followed your recommendation then?

Mr. LIVINGSTON. Supposing that you had, the light would have been equally as good in every way on Gull Island, but there is one thing that I did not understand at that time which I do understand now, a thing that came up in connection with the Light-House Board. I did not understand that the difference in cost of building a house would be materially greater there on the eastern end of Michigan Island than on Gull Island.

Mr. MANN. If we had provided last year for a light on Gull Island, it could not have been constructed for the amount we would have authorized, and hence there would have been no light built.

Mr. LIVINGSTON. Do I understand you correctly—that is, for the amount of the bill?

Mr. MANN. Yes.

Mr. LIVINGSTON. I did not understand that.

Major KELLER. I do not know what the amount of the bill was.

Mr. LIVINGSTON. One hundred thousand dollars.

Major KELLER. The explanation of their certainty that the light could be built on that island for a reasonable sum was that the captain of the *Corey* said it was rock, but it was not; it was frozen; we found it was sand and gravel.

Mr. MANN. And now you propose to put a light-house on Michigan Island without knowing what it is?

Major KELLER. We put one light-house there, and there is no reason for suspecting that the foundation is not the same.

Mr. MANN. There is every reason; it might be that there is quite a difference between one end and the other.

Major KELLER. That is not our experience in the Apostle Islands. Gull Island itself is probably a sea-created island, judging by its outcrop; I believe it has been made by winds and waves, but Michigan Island was certainly not made that way.

Mr. MANN. You do not know what the north end is.

Major KELLER. I have been on the island, sir; I know simply that much about it.

Mr. ESCH. Do you know the outcrop?

Major KELLER. Yes, sir.

Mr. ESCH. Are they the same at both ends?

Mr. LIVINGSTON. It is reddish clay.

Mr. MANN. Would this other light on Michigan Island have to be maintained if this one were constructed?

Major KELLER. I see no good reason for maintaining it.

Mr. LIVINGSTON. No, the object for which that light was first built has entirely disappeared. We used to have trade years ago come to Bayfield, but that is all practically gone.

Mr. MANN. If we should provide, then, for a light at the north end of Michigan Island, it would be right, at the same time, to provide that when established the present light should be disestablished?

Mr. LIVINGSTON. Absolutely so.

Mr. MANN. You think they would not have the same experience that we had at Milwaukee?

Mr. LIVINGSTON. No, sir; I think I am justified in saying that absolutely; I have not the slightest suspicion; I want to have you have all the facts that I have.

Mr. MANN. I understand that, and we do not expect to bind the lake carriers by what you say; we only want your judgment.

Mr. LIVINGSTON. I say frankly that I do not take any exceptions to any questions you ask, and I say this, that I think perhaps, under the circumstances, that we do try, although we may not always succeed, to be exceedingly careful in every statement we make as to every aid that we ask for, because we realize the fact that we do not present to our executive committee, and we do not present to you, a tithe of the things that are sent to us from our committee on the



aids to navigation, because we realize the fact that they do not stop to think that the needs of the United States cover a large amount of territory; it is very great, and these men, while they are good pilots and all that sort of thing, sometimes think they could—I almost get the impression they would like to have the Lakes fenced in.

Mr. MANN. How well, personally, Mr. Livingston, are you familiar with the needs on Lake Michigan?

Mr. LIVINGSTON. I think fairly well, Mr. Mann; I merely speak from some thirty years' experience.

Mr. MANN. You wanted a light-ship at North Manitou Island, and then Grand Sable Point. Which do you think is really the more necessary?

Mr. LIVINGSTON. I do not want to answer that question from memory just now. I will write you a letter. I would prefer to do that, because in one of these cases I had that question up before. There is a little doubt in my mind, and while I have, perhaps, quite a decided opinion on it, I would, if you want information about it, like to have five or six days in which I could get it.

Mr. MANN. We probably can not wait that long. Just take what judgment you have now; but of course we would like to have whatever information you may send to us.

Mr. LIVINGSTON. Perhaps I could get it to you inside of forty-eight hours.

Mr. MANN. I do not think it is very essential. If we should, in the end, provide an acetylene-gas buoy at Manitou Island, do you not think that would be sufficient there—one of these new buoys?

Mr. LIVINGSTON. I think a good acetylene buoy there, Mr. Mann, would be sufficient for practical purposes for some time to come. You know, in some cases the silt keeps forming land all the time; for instance, you take that light-house down in the lake here; we have a boat on there which the Lake Carriers' Association keeps in commission. The soil has been gathering around that lake and extends out so far that we had to put a light-ship for protection outside of that, because the Canadian government was not in shape to do it, or did not do it. I think for that place that a first-class acetylene buoy, for the time being, would answer all practical purposes.

Mr. MANN. All right. Major Keller, can you give us an idea of what it would cost to make a thorough test and survey up above this place?

Major KELLER. I think \$1,000 would cover the cost amply.

Mr. MANN. We went down there as far as the twelfth district. Senate bill 5085, for a new light-house tender for the inspector of the twelfth district. I suppose, Commander Helm, that you consider that very necessary, being in the inspection service?

Commander HELM. The inspector out there says it is; he says he can not get along any longer with one tender, and he has been howling for it, and he says he must have it.

Mr. LIVINGSTON. May I just say one word? I want you to thoroughly understand that I did not call attention to the fact that the traffic and the tonnage to Ashland has grown enormously, both up-bound and down-bound. I merely speak of it to urge the importance of this light-house.

Mr. MANN. Is the tonnage now increasing at Ashland?

Mr. LIVINGSTON. Yes, sir; quite considerably.

Mr. MANN. What is the occasion for that?

Mr. LIVINGSTON. Simply because there is more ore shipped from there—a great deal more than there used to be. There is some grain, of course, crosses the bay, but the bulk of it goes from there. We have a good many vessels that load directly with ore for Ashland, and we have a great many boats that come back loaded from Duluth and Superior.

Mr. MANN. It was stated to us at one time—by the way, I think the first reason given for putting a light at Gull Island—that vessels out-bound from Duluth sometimes were caught in a storm and wanted to run down for safety in the line of the Apostle Islands. Is there anything to that, Major Keller?

Major KELLER. I have not heard, Mr. Mann, of any such reason as that for the light-house, and I do not see why they should go all the way around there.

Mr. LIVINGSTON. It is going a good ways in.

Mr. MANN. I will be frank to say to you that it did not appeal to me.

Major KELLER. They can get in the other way, under Raspberry Light, and that would be the natural way to go; otherwise, they would come away around out.

Mr. MANN. Commander Helm, we gave a light-house tender for the twelfth district a year or so ago for the Pacific coast, and another one for the Hawaiian Islands last year; it seems to me they are rather crowding us in that.

Commander HELM. They have got a tender for the inspector of the twelfth district building, and there is one building for the Sandwich Islands, and there is one building for the thirteenth district at Portland.

Colonel CASEY. By the way, that is the only tender out of some eight or nine that the engineers got?

Mr. MANN. The recommendation for the twelfth district first was especially for a tender for the inspector, and I think we put it in the bill as it passed the House, a tender for the inspector. The Senate changed that to a tender for the engineer, and it was agreed that the tender for the engineer was desirable and we put it into the law that way.

Commander HELM. That one will be completed and sent out this fall to the engineer.

Mr. MANN. The bill calls for \$215,000?

Commander HELM. Yes, sir.

Mr. MANN. What is the tender now being built going to cost?

Commander HELM. That is the price for those on the Pacific coast; that is the appropriation.

Mr. MANN. What are they going to cost?

Commander HELM. They are going to cost on this coast very close to \$200,000; a little off of \$200,000, I think. Right up to the present time on those tenders we have between \$185,000 and \$190,000 already expended, or among our liabilities. I would like to say this, however, that those tenders are built at the contract price of \$164,000 for just the bare tenders. I think that was probably less than we can get them built for again, as I do not believe that the New York Ship-building Company are making much money on them.

Mr. MANN. We have always heard that tale.

Commander HELM. I do not get that from them; I doubt if they would bid again.

Mr. MANN. They bid for this at a time when everything was away up in price and labor difficult to obtain, prosperity rampant, according to one contention, at least; now, I should think it would be easy to get a bid even lower.

Commander HELM. Of course that does seem reasonable, and I suppose you know more about it than I do, but still we have the impression, not from them, that they are not going to make any money to speak of if they do not lose money on those tenders at that price.

Mr. MANN. Senate bill 3660, for a light station at the outer end of San Pedro, Cal.; how urgent is that?

Commander HELM. That is one of the things, I am sorry to say, that they have changed on since they made that last recommendation. The last reports from out there were that if we got one of those big acetylene buoys, it would answer all purposes, so they sent in for \$20,000 to place a buoy out there.

Mr. MANN. How can they put the acetylene buoy at the end of the pier?

Commander HELM. Outside of the pier somewhere.

Mr. MANN. I should think it would be more desirable, where you have a pier, where you can get access to the light, to build a light station out there.

Mr. ADAMSON. Wherever you use one of those buoys you have to have two of them.

Mr. MANN. And you have to have a boat to get to them.

Commander HELM. Oh, yes. If we had more than one, a group, one buoy would do for quite a number of them.

Mr. ADAMSON. One could relieve more than one buoy?

Commander HELM. Yes.

Mr. ADAMSON. In other words, you have to have one extra horse all the time?

Commander HELM. Yes, sir. There is deep water right off the end, and after putting in that request for the light and fog-signal station on the end of the pier, the district officers out there concluded that a gas buoy would do just as well placed off the end of the pier.

Mr. MANN. Have those district officers out there had any experience with these gas buoys?

Commander HELM. The Light-House Board does not own any acetylene buoys on the Pacific coast; if they have had experience they must have gotten it outside of the Light-House Service.

Mr. MANN. Of course, the cost of maintaining one of those buoys is much less than maintaining the light station with a keeper.

Commander HELM. Yes, sir; very materially less.

Mr. MANN. How much is this light needed?

Commander HELM. I think there should be either the buoy or the light there.

Mr. MANN. They figured the cost to be \$20,000?

Commander HELM. Yes, sir; we figured them down to \$8,000. You have got to bear in mind that a buoy made on this side for eight thousand will cost more money sent across to the other side; it would be hardly fair to cut that down to eight thousand; you would have to count the freight.

Mr. Esch. They can be shipped by freight, can they not?

Commander HELM. I should think so; yes, sir. Those buoys, the biggest ones, are about 28 feet above the water and draw about the same amount; the second size draw a little less than that, and the third size, say, about 20 feet above.

Mr. ESCH. What is the diameter of the largest size?

Commander HELM. About 12 feet, as I remember the thing.

Mr. MANN. It would be easy to ship them there by a vessel, would it not?

Mr. ESCH. Twelve feet above a flat car you could not get through some of the tunnels; you would have to take them apart.

Commander HELM. We would have to take them apart; yes, sir.

Mr. ESCH. It seems to me the cheapest way would be to send them around by boat.

Commander HELM. Of course, we have some vessels of our own going around there, just what we were talking about, and we have been planning for things like that, to ship things like that around in the immediate future.

Mr. MANN. You could not ship these buoys around on those present boats?

Commander HELM. You would have to take them all to pieces to do it.

Mr. MANN. You would not have the buoys when your boats got ready to go.

Commander HELM. I do not know; if you give us an appropriation in July we ought to get something by October.

Mr. MANN. Do you not expect these vessels to go around there before very long? We rammed through an emergency resolution here the other day to give you the money to send them around, to make it available now.

Commander HELM. There was a little misunderstanding about that. In the first place, one of those light-ships, 88, has been tied up at Tompkinsville, and we tried to get that emergency on the urgent deficiency bill, but they ruled it out of the urgent deficiency bill, and they waited so long that the season for passing Magellan Straits was gradually leaving us. Those vessels would be ready to send this summer, as far as that is concerned, but it is a little risky until the good season. They are just waiting for the good season now; it is not possible to send them down there in the winter at all; they would lose some of them, because there is very heavy weather down there. Just as soon as the Light-House Board dares to send them they will do so.

[Senate Report No. 59, Sixtieth Congress, first session.]

The Committee on Commerce, to whom was referred the bill (S. 3660) to establish a light and fog signal on the outer end of the breakwater, San Pedro, Cal., having considered the same report thereon with a recommendation that it pass without amendment.

The bill has the approval of the Department of Commerce and Labor, as will appear by the following extract from the Annual Report of the Light-House Board for the year ending June 30, 1907, page 136:

"*San Pedro breakwater, entrance to outer harbor, San Pedro, Cal.*—A light and fog signal on the outer end of the breakwater will be useful to coasters as well as to commerce to and from the present harbor of Wilmington and which will spring up under the lee of the breakwater. It is expected that the concrete block forming the outer end of the breakwater will be finished in about one year, and it is recommended that the block be subjected to the storms of

one year before the superstructure be commenced. The Board estimates that the proposed light and fog signal, including quarters, can be built for \$36,000, and it recommends that an appropriation of this amount be made therefor."

Under an estimate for this item in the Book of Estimates for the year ending June 30, 1909, appears the following note:

"NOTE.—This station is needed by coasters as well as by the commerce to and from Wilmington. The concrete block forming the outer end of the breakwater it is expected will be finished by July, 1908, and it is proposed to subject the block to the storms of a year before commencing the superstructure."

Mr. MANN. House bill 17882 and Senate bill 5341, for the enlargement, improvement, and equipment of the depot at Yerba Buena Island, California. Do you consider that of very great importance?

Commander HELM. Yes; the same as we do about New York and Philadelphia. It is of the utmost importance to get our light stations in good shape so that we can handle our boats and buoys in good shape. We are very restricted in Yerba Buena for wharfage, and they have not the necessary shops or space for working the buoys and the coal and the supplies economically and conveniently.

Mr. MANN. I notice that last year you had funds with which you were able to add two rooms and two baths for the use of the watchman and blacksmith. Do you aim to provide a private bath for each individual laborer at these depots?

Commander HELM. I have not examined that bath, sir, but I suppose that you would find that they have not a private one for each one.

Mr. ADAMSON. It seems they are so near the ocean they could do the way the boys in the country do—go out and jump in.

Mr. MANN. Two rooms and two baths for the watchman and blacksmith were added. I should think that a light-house station that needed as much as this does could wait for the private baths for the watchman and blacksmith.

Commander HELM. I do not imagine those cost very much money. I do not know anything about it, any more than is in those books. There is a separate house of some kind for each one of these people; those baths, such as they are, were put in separate places.

Mr. MANN. Do you build a separate house for the watchman and a separate house for a blacksmith at your light-house stations? Is that what the money is wanted for?

Colonel CASEY. We do not generally do that; no, sir.

Commander HELM. This money is for building a sea wall, filling in behind it and extending the wharfage front in that way, and putting up shops and putting those little things. I do not think they amount to much, for the people who live over there up on top of the bluff tear them down and get rid of them.

Mr. ADAMSON. You know St. Paul said cleanliness was next to godliness, and I do not think you ought to object to them bathing.

Mr. MANN. I notice that you want to move the buoy depot and the keeper's dwelling to the top of the bluff; you want to locate it on a gently sloping piece of ground.

Commander HELM. That is to get the room down below for something important; that is all.

Mr. ESCH. On this island you have three separate docks, I remember, one for the naval training station, another for the War or Navy Department, and one for the Light-House Service. Do you not think it would be economical to have one single, large, commodious dock instead of having three?

Colonel CASEY. I do not think it would.

Mr. ESCH. Is is a small island to begin with. The interests are so different that they would be confused. That may be due more to pride of position or of service than anything-else.

Colonel CASEY. No, but the buoys in the light-house depot take up a great deal of room.

Mr. STEVENS. The docks are not very long.

Colonel CASEY. No; they are comparatively small.

Mr. MANN. How many places out there use crude oil for fuel? You have a recommendation that there be some kind of tank erected for storing a considerable quantity of crude oil, so that it may be easily handled. I think you had better investigate crude oil, so that you can give us some information; it is a very cheap fuel out there. It might be very desirable.

Commander HELM. We have been taking that subject up pretty thoroughly and are still after it with a view to using as cheap an oil as we can for fog signals. We are still corresponding with the inspectors on that very subject, and, generally speaking, we do want to get into such shape that they can handle that oil as economically as possible.

Mr. MANN. We would want to determine first that we were going to use it.

Commander HELM. I think it is just a question of price. At the present we have had some trouble in getting oil vats, the way we wanted them, on the Pacific coast.

Mr. MANN. I think you had better find out; it costs a good deal to fix up the plants.

Colonel CASEY. That seems to be a subject they are quite urgent on, the fixing up of Yerba Buena Island.

Commander HELM. In answer to that fog-signal question, we find we have six installed last year, but we have not the exact number there.

Mr. MANN. You do not know what the comparative cost is, do you?

Commander HELM. No, sir; not just now.

Mr. MANN. Of course, if you find it economical to install or use the crude oil there it would undoubtedly be desirable to construct some special tank for its storage for the depot.

Commander HELM. I have been out there and around Goat Island and on it and have just a general idea, but I think, from a light-house standpoint, what they need is to get more room along the water front and to do something to get those little shacks off out of the way.

Mr. MANN. No; they want to build a lot of buildings there.

Commander HELM. Those come in afterwards for shops.

Mr. MANN. You want to spread the same thing over there that you do in New York—a new navy-yard.

Commander HELM. No; you make that too big. This just saves you lots of money when you can make minor repairs at a place.

Mr. MANN. I am not saying it does not; that is a question.

Commander HELM. If you can not give us all of that it would be well to give us what you can and let us build some next year.

Mr. MANN. What can you build next year? What money do you want?

Commander HELM. I should think to build that wall and the wharves and fill in we could spend \$50,000 to great advantage; that is my best judgment from reading the literature on the subject I have.

Mr. MANN. They did not ask for anything for that at all in the annual report. When did this happy thought strike the officers out there?

Commander HELM. They have been writing for a good while, and why I did not put it in the annual report I do not know, but there have been several letters for it.

DEPARTMENT OF COMMERCE AND LABOR,  
OFFICE OF THE SECRETARY,  
*Washington, February 27, 1908.*

DEAR SIR: Referring to committee's letter dated February 25, 1908, inclosing a copy of H. R. 17882, "To authorize the enlargement, improvement, and equipment of the light-house depot at Yerba Buena Island, California," and asking that the committee be furnished with such suggestions as may be deemed proper touching the merits of the bill and the propriety of its passage, this Department has the honor to submit the following information:

The Light-House Board, to which the matter was referred, states that for several years past the facilities for handling buoys and for keeping them in good order have been very much cramped, resulting in delays and increased cost. The cost of handling the supplies of the district have for this cause been increased. The increase in the volume and value of the commerce of the district naturally demands that the aids to navigation be increased in number and kept in good condition.

The Board is strongly of the opinion that the time has now arrived when it becomes necessary to take seriously into consideration the question of enlarging this establishment.

The plan that suggests itself at present is to move the buoy depot keeper's dwelling to the top of the bluff immediately above the present wharf, near the line which divides the light-house grounds from those under the charge of the Navy Department. In this locality there is a piece of gently sloping ground on which these buildings could be put.

The ground now occupied by this building and other small structures could be devoted advantageously to shops, storehouses, and sheds.

The wharf, in order to accommodate properly the present tender, relief light-vessel, and other vessels that may belong to the district, will have to be considerably enlarged. It should be provided with derricks and tram cars for handling the supplies. Now that the question of using crude oil for fuel in the Light-House Establishment has come prominently forward it would be well to make provision for storing a quantity of this at the depot, where it could be readily delivered from oil boats and readily taken by the tenders for their own use and for delivery to such fog-signal stations as may be equipped with plants for burning this fuel.

The Board realizes that this change can be effected only at considerable cost, but it is of the opinion that it will be worth to the service any reasonable amount that can be spent upon it.

The engineer of the twelfth light-house district has made the necessary survey and is now preparing the plans and estimate covering the contemplated improvements, which will include the providing of additional area by building wharves and filling in behind retaining walls.

This Department, therefore, concurring in the views expressed above, recommends the passage of the bill.

Very truly, yours,

OSCAR S. STRAUS,  
*Secretary.*

CHAIRMAN COMMITTEE ON INTERSTATE AND FOREIGN COMMERCE,  
*House of Representatives.*

Mr. MANN. House bill 13092 and Senate bill 3601, for a light station at Punta Gorda.

Commander HELM. We consider that No. 1 item in California for building.

Mr. MANN. Will it take \$75,000?

Commander HELM. That is the estimate from the engineer out there. I have been around the place several times and I think it will.

Mr. MANN. As I understand, that is a place where there is a long distance without any light at all now.

Commander HELM. Yes, sir; and it is a peculiar situation, the wind blowing over from the northwest during the summer time makes all the vessels hug the coast very closely, and they come around out of a bite and get rounded up.

Mr. STEVENS. Is it in that reservation?

Mr. MANN. There is a reservation now, but not right at the point.

Colonel CASEY. Yes, sir; it is on the reservation.

Mr. MANN. But the reservation is not at that point.

Colonel CASEY. It ought to be.

Mr. MANN. I think the reservation is not at that particular place.

Mr. STEVENS. Do you want to locate your light-house on a reservation?

Commander HELM. As far as I know, we have no information about that; I suppose we would get the land in the ordinary way, but it may be that I do not know about it.

Mr. MANN. I think that Mr. Englebright gave me the impression the other day that the reservation was some little ways south from Punta Gorda and not at the point.

Commander HELM. I do not think we have any information in our books about the reservation at all.

Mr. MANN. You have it on your chart.

Commander HELM. That is approximate, and that is all we have. The report about that is 29 acres of land, including right of way of road, \$2,175. That is all I can find now on the subject.

Mr. MANN. Pigeon Point.

Commander HELM. Pigeon Point, additional land and oil houses; those are both old items that have been in the report for some time, but I do not know anything additional about them.

Mr. MANN. Why can you not build an oil house out there for \$500? What is the necessity for spending \$1,500 on an oil house?

Commander HELM. Colonel Casey and I took that up yesterday, and we do not know who put that estimate there and we have not much reason to give.

Colonel CASEY. One thousand five hundred dollars would be illegal at the present time; we would have to have a special act.

Mr. MANN. I understand; but why can you not build it for \$500?

Colonel CASEY. If we can build two houses at \$550 each, I think it would be better, much more secure against fire.

Mr. MANN. An oil house is just a little brick building, is it not?

Colonel CASEY. Yes, sir; we have some of wood and they ought to be replaced.

Commander HELM. They are concrete now, are they not?

Mr. MANN. I do not see that it makes much difference; if the oil gets afire it is gone.

Commander HELM. I had a little experience with that. I was not there at the time, but I was on the way, and our place in Manila caught on fire and it came near burning up the storehouse and it scared them up pretty badly and they gave the money to build a new oil house pretty fast. We built it with concrete and it is a pretty good oil house.



Mr. STEVENS. You have not had any fire in there, have you?

Commander HELM. No; but if we had it would not do any harm, because it is absolutely fireproof.

Mr. MANN. You want to keep fire out.

Commander HELM. It is not the oil that you put in there; it is the paint oil that is usually caught.

Mr. MANN. We made an appropriation some years ago for a double dwelling for assistant keepers at Bonita Point, \$6,000. You say you can not build it for that, but want \$2,000 more. My advice to you would be to build it with what you have.

Commander HELM. We have built that and it is finished so far as I know, but they ask \$2,000 more to build outhouses and fences. The last report I saw of that thing it was being completed, in January, 1908.

Mr. MANN. If the engineer out there does the same way that the engineers do in other places that we visited last summer on Lake Michigan about building outhouses, and so forth, they had better get some new directions. It was the most ridiculous waste of money imaginable; not only a waste of money, but a lack of common sense.

Commander HELM. The dwelling is undoubtedly completed.

Mr. MANN. Army Point light and fog signal station, Suisun Bay, California, \$10,000.

Commander HELM. That would be a desirable place to have a station.

Mr. MANN. Where is Suisun?

Mr. STEVENS. What is there up there that you need a station for?

Commander HELM. I do not know that it is a most essential thing. Suisun Bay is up above San Francisco, and there is quite a traffic up that way of smaller vessels.

Mr. STEVENS. But they do not travel nights.

Colonel CASEY. It is on the way to Sacramento.

Mr. STEVENS. But they do not travel at night.

Mr. MANN. Point Reyes light-station oil house.

Commander HELM. We have nothing more to say about that than about the other oil houses; we ought to have an oil house out there.

Colonel CASEY. If we can get that oil-house appropriation, we want it; we have a pretty big one in this time.

Mr. MANN. House bill 13079, Senate Bill 4856, for leasing San Clemente Island to the San Clemente Wool Company.

Commander HELM. Colonel Casey went into that the other day very thoroughly.

Colonel CASEY. That is a bill for the leasing of San Clemente Island. Here is a letter that the Secretary wrote, which I believe you have. He recommends that that be passed.

Mr. MANN. What is the necessity in any event for Government officials to have the right, if this island be leased, to establish fishing and camping places?

Colonel CASEY. I do not know; that was put in by Mr. Pinchot.

Mr. MANN. It is not for the special benefit, either of the light-house officials out there or the Light-House Board or the committees in Congress having jurisdiction of the subject?

Colonel CASEY. No.

Mr. MANN. The proposition did not come from the Light-House Establishment that there be fishing and camping places set apart on this island?

Colonel CASEY. Also that provision for game animals was put in by Mr. Pinchot.

Mr. ESCH. How are you going to run a game reserve and a sheep ranch side by side?

Mr. MANN. If they had wild sheep, I should think it would be a very good place.

Colonel CASEY. It seems to me that the equities would also have something to do with it, after a person goes to work and makes improvements on a place and then to run in a herd of wild buffalo or something of that kind. We ruled that out and we did not want to put it in, but Mr. Pinchot wanted to put it in, and I stated that this island, in its natural condition, was devoid of water; that these people who leased it had to husband the water at their own expense, and if we installed wild animals and game animals on this island, there is no stipulation as to how much of the island they would occupy and how much of the water of the lessee they would use up.

Mr. STEVENS. Is the whole island a light-house reservation?

Colonel CASEY. Yes, sir; the whole island is a light-house reservation, but it is not used at all. We have, however, reserved in this bill any section of the island that we wish to go upon and build light-houses or light-house buildings or Government buildings of any kind.

Mr. STEVENS. Have there been any losses to navigation in that neighborhood that you know about?

Colonel CASEY. No, sir.

Mr. STEVENS. So that it is not in a dangerous pathway for vessels?

Colonel CASEY. No, sir; they go outside.

Mr. MANN. You have three islands down there together, have you not?

Colonel CASEY. No; San Clemente is an isolated island.

Mr. MANN. Are there not three pretty fairly close together?

Colonel CASEY. No, sir; San Clemente is about 20 miles from Santa Catalina, and then San Nicholas is outside of that.

Mr. MANN. And Anacapa; there are three islands.

Colonel CASEY. There may be a little rock near San Clemente.

Mr. MANN. You have authority now to lease them all, have you not?

Colonel CASEY. No, sir; San Clemente simply.

Mr. MANN. You have leased all of them?

Colonel CASEY. I am not certain about that.

Mr. MANN. You refer in your report to the fact that Anacapa was leased to the highest bidder; that San Nicholas was leased to the highest bidder.

Colonel CASEY. Those are not in the group of San Clemente.

Mr. MANN. I beg your pardon, they are within a very short distance; they are all off Santa Catalina Island.

Colonel CASEY. Santa Catalina is 30 miles away.

Mr. MANN. They are all off Santa Catalina Island; they are all near San Pedro.

Mr. ADAMSON. They are certainly not as far as the Philippines.

Mr. MANN. What I want to get at is the distinction you make about leasing these other islands to the highest bidder and leasing San Clemente to a particular firm without advertising for bids.

Colonel CASEY. That I am unable to state; that is the way the bill came to us.

Mr. MANN. I am not talking about the bill.

Colonel CASEY. We found that they had had a lease for five years and had put in dams and other arrangements for storing water. Therefore they had a certain equity, it was believed, for renewing the lease.

Mr. MANN. The law gives you the authority to lease land for five years; it supposes that you advertise for bids—I do not know but it requires it, and if it does not, it ought to.

Colonel CASEY. I believe in the letter which the Secretary wrote that he said if it was determined to lease this island without bids in the ordinary way, and it was believed that the equities of the case warranted it, it would be so and so.

Mr. MANN. What equities does a man acquire when his lease expires in a case of that kind?

Colonel CASEY. Simply the equity of occupation and improvements that he has put on the property.

Mr. MANN. If that is the theory of the leasing of all Government lands and Government property, the moment a man gets the lease the first time, then he has a vested right in that property forever.

Colonel CASEY. Not a vested right, but a kind of right in equity.

Mr. MANN. It becomes a vested right if the Government recognizes it as a right.

Mr. ESCH. That is the recognition of a squatter.

Colonel CASEY. The bill originally was drawn up for a rental of \$1,000 a year.

Mr. MANN. We are not talking about the bill, we are talking about what you do.

Colonel CASEY. We raised it to \$1,500, and I think that is about the price you could get.

Mr. MANN. The Government will derive no advantage from leasing this island to these people for a long term, except the additional rental.

Colonel CASEY. Except \$1,500.

Mr. MANN. For the next five years, so far as you could tell, they will not get any other advantage.

Colonel CASEY. Except the \$1,500 a year of money, and that goes to the light-house department.

Mr. MANN. The lease of this company runs out on January 1, 1911, and the only extra advantage will be the increased rental of \$500 a year from now until January 1, 1911. Somebody may be willing to pay \$2,000 a year after that.

Colonel CASEY. I suppose they would, to get all the improvements they have made there and use them.

Mr. MANN. These people make these improvements at their own risk, do they not? They are not doing it for the benefit of the General Government, are they?

Colonel CASEY. No; but they have made a vast improvement in that island from the time they have taken it; they have sown cactus and they have arrested the drifting sands.

Mr. ADAMSON. They leased it knowing that they would have to do that.

Colonel CASEY. They leased it as a paying investment.

Mr. ADAMSON. How many acres?

Colonel CASEY. The island is about  $3\frac{1}{2}$  miles wide and about 30 miles long.

Mr. MANN. Close to 100 square miles of ground.

Colonel CASEY. Yes, sir.

Mr. MANN. For \$1,000 a year?

Colonel CASEY. One thousand five hundred dollars a year.

Mr. MANN. No; \$1,000 a year. Do you not think that is rather a low rental they have had in the past?

Colonel CASEY. It was a desert island, an island without water; it was of no use to anybody.

Mr. MANN. I am not complaining about the rental.

Mr. ADAMSON. There is no provision to account to them for their betterments; they had no right to expect that.

Colonel CASEY. No; except that they have done the right thing by the island.

Mr. MANN. Is there no vegetation on this island?

Colonel CASEY. Only stumpy brush; no forests.

Mr. MANN. Where does stumpy brush grow without any forage?

Colonel CASEY. In the ravines.

Mr. MANN. I have never seen a place where stumpy brush would grow and no forage.

Colonel CASEY. I said "forests."

Mr. ESCH. Are they making a success of planting this bunch grass that prevents the shifting of the sand?

Colonel CASEY. They are using the spiny cactus; they are using it, and it has been very successful in making windrows and hedges so as to prevent the drifting of the sand.

Commander HELM. As to that point, in regard to that bill, as to whether it should be leased without competitive bids or not, this is the wording of the Secretary's letter:

The Light-House Board, to which the matter was referred, states that if it be the intention to lease San Clemente Island to the San Clemente Wool Company—

That is the Secretary's wording.

Mr. MANN. But you have leased it without bids, have you not? Was the last lease made after bids or not?

Commander HELM. The first lease was made with bids and the second without a bid, and now the question comes up for a bid in 1911. The lease expires in , and now a bill comes up for a lease after that time, and the district officers themselves have said that they do not see any particular reason for rushing in that bill at the present time, and the Secretary says that "if it be the intention" to do that.

Mr. MANN. It is not anything that the Light-House Board is urging as a matter of any special public benefit at the present time.

Colonel CASEY. I think it is entirely a matter apart from us.

Commander HELM. If you want to pass that bill, that is what the Secretary says; we are not interested in it.

Colonel CASEY. We are not interested one way or the other.

Mr. ESCH. Only as money derived from the lease would go into your fund.

Mr. MANN. Does that money go into your fund?

Colonel CASEY. By the terms of the bill; yes.

Mr. MANN. You have been for years urging Congress to give you the authority to sell, and when you do sell light-house stuff to cover the money into the Treasury.

Colonel CASEY. Yes; I think it would be desirable to have it.

Mr. MANN. You will never get it.

Colonel CASEY. It is so in the engineer department of the Army.

Mr. MANN. It ought not to be; the tendency is the other way.

Commander HELM. They go so far in that as this: That as far as a vessel is concerned, if anything runs into it and damages it, and then they are paid for the damage, that money has to go into the appropriation.

Mr. MANN. We come now to the Hawaiian Islands—House bill 11824—a light-house depot at Honolulu. You want that, but that is not the most important thing out there, is it?

Colonel CASEY. We have got nothing, sir. They have not had anything, but now they have a tender it is essential that they should have a wharf and a light-house depot.

Mr. MANN. If the Navy should go over to Pearl Harbor, might there not be some navy sheds or buildings that could possibly be used by the Light-House Board?

Colonel CASEY. We are using now what the Government allows, as I understand it; yes, sir.

Mr. MANN. Will they not have a lot more if the Navy moves over to Pearl Harbor?

Commander HELM. If the Navy moves, we might have them, yes.

Mr. MANN. It is the same Government that contributes to the Navy and contributes to the Light-House Board.

Commander HELM. We did not take up that proposition because we did not know the Navy was going to Pearl Harbor.

Mr. MANN. There seems to be every reason to think that the bill will pass providing for the Navy to go to Pearl Harbor.

Commander HELM. The tender will be there in the fall and we ought to be prepared to go to work.

Mr. STEVENSON. The Navy is accommodating you pretty well?

Commander HELM. They have not much of a plant there; they take up all the wharf, and they give us a tug out there, as they did at San Juan, and let us use the navy station.

Mr. MANN. The Navy have got a number of vessels that they want to get rid of. Would they be at all suitable for reconstruction for light-house purposes?

Commander HELM. I do not know of any. What are they?

Mr. MANN. I do not know the names of them.

Commander HELM. I do not mean that; I mean the class of boats.

Mr. MANN. The smaller vessels.

Commander HELM. I do not think so, because they are built on different plans. I do not know of any class of vessels in the Navy that would be advantageous.

Mr. MANN. They are about the size of a revenue cutter, I think.

Commander HELM. To put them into shape for the uses of buoys and carrying the freight and oil would probably cost more than it

would come to, and their engines and boilers take up a lot of the ship in order to get up speed nowadays, and a light-house boat is a boat for moderate speed, but not high speed. Generally speaking, those vessels cost more than they are worth to make the necessary alterations.

Mr. MANN. If you just leave out "to make the necessary alterations" and say they cost more than they are worth, generally speaking, that would be true.

DEPARTMENT OF COMMERCE AND LABOR,  
OFFICE OF THE SECRETARY,  
Washington, January 13, 1908.

DEAR SIR: Referring to your letter dated January 8, 1908, inclosing a copy of H. R. 11824, "to provide a light-house depot at Honolulu, in the Territory of Hawaii," and asking that the committee be furnished with such suggestions as may be deemed proper touching the merits of the bill and the propriety of its passage, this Department has the honor to submit the following information:

The Light-House Board, to which the matter was referred, states that a portion of the warehouse on the channel wharf has been used as a temporary light-house depot. A portion of one of the naval wharves is still used, by courtesy of the Navy Department, for the storage of buoys, buoy chain, appendages, etc., but this temporary arrangement will have to be terminated when the Navy Department shall need the space.

The depot arrangement of the engineer officer of this subdistrict is also temporary. A joint light-house depot with storerooms and workshop is urgently needed. With the establishment of the new first-order lights now authorized and under way and the completion of the new tender, this need will become still more urgent.

A recommendation for an appropriation of \$40,000 to establish this depot is contained in the current annual report of the Light-House Board, the item standing number two in the order of importance for new aids to navigation required in the Territory of Hawaii.

This Department, concurring in the statements made above, respectfully recommends the passage of the bill.

Very truly, yours,

OSCAR S. STRAUS,  
*Secretary.*

CHAIRMAN COMMITTEE ON INTERSTATE AND FOREIGN COMMERCE,  
*House of Representatives*

Mr. MANN. House bill 11826, a bill to increase the limit of cost to the rear range light at Honolulu Harbor, \$10,000. There is no doubt whatever about the necessity for that, is there? Under the arrangement that you have made you have to have this \$10,000 extra for the rear range light at Honolulu?

Commander HELM. No, sir; that was put in before the conditions changed completely; that was put in as a requisition.

Mr. MANN. Have the conditions changed?

Commander HELM. The conditions have changed quite radically.

Mr. MANN. Changed since when?

Colonel CASEY. About two or three months back. It was intended to have a range there at Honolulu to go into the harbor. There was a contention for a long time about the position of the rear light, and there was a quarrel between the district officers and the governor of the Territory as to about where it should be put, and the district officers wanted to put it in the middle of the street, right back of the wharf front, but the governor objected strenuously to that, and he said when he was in our office that if we would put that in Oceanic coal lot, which adjoined the streets which led down by the water front, that he would see that that was given to the Light-House Establishment by the Territory. The former naval secretary and

myself thought that was a good idea, and so we changed from our previous recommendations to put it in the middle of the street, according to the idea of the district officer, and to change it to Oceanic coal lot. Then the Secretary of Commerce and Labor went out to Honolulu last summer and conferred with the district officers and with the governor, and they had a meeting, and came to the conclusion that a position for that rear light right at the bulkhead line of the wharf was the proper place for it. This had been broached before as a position for that light, but the Light-House Board had not considered it very favorably, but the Secretary seemed to be convinced that that was the proper place for it, and he said they were quite unanimous on the subject, and so the Light-House Board agreed to put it there.

That was the condition when we asked for the \$10,000 more, to put in those foundations, which we thought would cost that much more, but we find now, since borings have been made, that it will take vastly more than that. We think we can not get any foundation inside of 60 feet, that it is of soft mud, and so we came to the conclusion recently that we had better give up that rear range light for the present, let it stay in abeyance, and put in the front range light, upon which we have already spent \$15,000; keep the front range light as a coast light, and for the time being vessels can navigate along the Oahu coast; and there is no real necessity for that rear range light, I think; at least, we are going to hold it in abeyance.

MR. MANN. Of course, we are the legislative branch of the Government; we care very little for the whims of somebody in the executive branch of the Government. You are controlled sometimes by the will of somebody else, but you are before us, and we want the judgment of the light-house officials as to where this rear range light ought to go—your own judgment.

Colonel CASEY. If you want my best judgment about it, it is that it be abandoned temporarily.

MR. MANN. I want to know where it ought to be constructed, if it is to be constructed.

Colonel CASEY. I think myself that the Oceanic coal lot was the best place for it.

MR. STEVENS. Did you know of any objection to the use of that place for a range light?

Colonel CASEY. No; the only thing that I know is that the plans were changed after the Secretary's visit.

MR. STEVENS. I know, but that is not my question; was any objection brought to you why the Oceanic coal lot ought not to be used for a range light?

Colonel CASEY. The only objection that was ever urged was that there was a coal shed that was on the range, and that would partially conceal this rear range light.

MR. STEVENS. What did the district officer report as to that?

Colonel CASEY. He reported in that way, he thought that would be an objection. It is not an objection, really, because that light can be put up 30 feet above the roof of that coal shed and can be painted a brilliant color.

MR. STEVENS. Did not the protest of the mariners of that port come to you, that at that point it would be merged with the lights back

of it in the town, that it could not be used for a range by them, and by night it would be merged with the lights of the city?

Colonel CASEY. That could be very easily overcome.

Mr. STEVENS. Did not a protest of that kind come?

Colonel CASEY. Yes, sir; but we did not consider that as of much weight, as for a day mark it could be painted a brilliant color, which would distinguish it at once, and as a night mark it could be given a flash, which would distinguish it from anything around there.

Mr. STEVENS. Was not the objection also made that if the light was to be used that that front range light would have to be changed somewhat in location?

Colonel CASEY. That was not true, no, sir; it would not have to be changed.

Mr. STEVENS. Was not that objection raised?

Colonel CASEY. There might have been some, but it was a pure cavil; there was no necessity for it, really.

Mr. STEVENS. Who favored the use of the Oceanic lot, the governor?

Colonel CASEY. The governor.

Mr. STEVENS. And the district officers and the mariners opposed it?

Colonel CASEY. Yes, sir; they wanted to plant the light in the middle of the street; that was an objectionable place for it.

Mr. MANN. Why?

Colonel CASEY. Because it would interfere with the future commercial progress of the town; it was in the way, liable to be damaged.

Mr. MANN. How would it be damaged?

Colonel CASEY. I do not know exactly how.

Mr. STEVENS. Do you know how far it would be between the outer edge of the light and the wharf as it was planned?

Colonel CASEY. About 40 feet.

Mr. STEVENS. That would give 40 feet of traffic.

Colonel CASEY. There was only 10 feet on each side of it.

Mr. STEVENS. How much space for traffic would there be between the edge of the wharf and the edge of the light-house?

Colonel CASEY. There is no place for traffic at all; it would be filled up, for merchants; that is right on the wharf.

Mr. STEVENS. There was a space for traffic left between the light-house and the edge of the wharf.

Commander HELM. Here is a blueprint of that and you can see the whole situation.

(The committee examined the blueprint of the proposed site.)

Mr. MANN. Has the front range light been constructed?

Colonel CASEY. Partially constructed.

Mr. MANN. The old light has not been moved yet?

Colonel CASEY. No, sir.

Mr. MANN. And where did they want to put that, in Esplanade street?

Colonel CASEY. Yes, sir. I do not think there is any necessity for a rear range light there at all.

Mr. MANN. I think you have been intimidated.

Colonel CASEY. And there has been so much trouble in putting it there now we have had to let it go.

Mr. STEVENS. What do you say that the borings down there show?



Colonel CASEY. There is no bottom at 60 feet; it is all mud. We will continue to call this the front range light, and it will be the coast light.

Mr. MANN. You can not call it the front range light if you have no range. Why do vessels need this range at all?

Colonel CASEY. Because the channel is narrow.

Mr. MANN. We will repeal appropriations that are not going to be used. I do not think we ought to let them stand when they are not used.

Colonel CASEY. I would not repeal anything.

Mr. MANN. We would.

Colonel CASEY. Because we want the front light very badly.

Mr. MANN. We would not repeal that part of it, of course.

DEPARTMENT OF COMMERCE AND LABOR,  
OFFICE OF THE SECRETARY.  
*Washington, January 13, 1908.*

SIR: Referring to your letter dated January 8, 1908, inclosing a copy of the bill H. R. 11826, "To increase the limit of cost of the rear range light at Honolulu Harbor, Hawaii," and asking that the committee be furnished with such suggestions as may be deemed proper touching the merits of the bill and the propriety of its passage, this Department has the honor to submit the following information:

The Light-House Board, to which the matter was referred, states that the Secretary of Commerce and Labor, the governor of the territory, and representatives of the Light-House Board stationed at Honolulu met in conference in August, 1907, when it was agreed, all concurring, that the site previously selected for the rear range tower should be changed for another site. The change makes it necessary to increase the cost of the foundation about \$4,000 and to expend some \$6,000 in giving the tower additional height.

The Department, therefore, concurring in the statement given above, recommends the passage of the bill in question.

Respectfully,

OSCAR S. STRAUS,  
*Secretary.*

CHAIRMAN COMMITTEE ON INTERSTATE AND FOREIGN COMMERCE,  
*House of Representatives.*

Mr. MANN. H. R. 6147, for a light station on the island of Kauai, at Kilauea Point. Do you regard that as quite essential?

Commander HELM. If we are going to build lights in the Sandwich Islands, those two points seem to me important points.

Mr. MANN. Which two points? We have referred to one, Kilauea Point.

Commander HELM. And the next one to it is Kumuhahi light station.

Mr. STEVENS. Just what is the importance of those; what navigation uses them?

Commander HELM. They aim to get two, one for an ocean-going vessel to come and make a landing and another so placed as to be used locally around that island.

Mr. STEVENS. Now, as a matter of fact, is not the land high, so that they will see it anyhow? That is not a foggy place up around there, is it?

Commander HELM. No, sir; they have been doing that right straight along.

Mr. STEVENS. There have been no losses there, have there?

Commander HELM. Not that I know of; no, sir.

Mr. STEVENS. It would be a convenient one to have, but it is not necessary.

Commander HELM. When they start in to develop the islands, those are two important points picked out.

Mr. MANN. Kilauea Point has nothing to do with the development of the islands.

Commander HELM. I mean when they commence to build lights on the island and the Light-House Establishment is putting lights there, the inspectors picked those two points.

Mr. MANN. You say two points; let us discuss Kilauea Point, that is the one for the benefit of trade coming from the Orient?

Mr. STEVENS. Yes; that is northwest.

Mr. MANN. And the other is principally for sailing vessels, or vessels from Panama. That is the extreme eastern point of Hawaii. It was stated to us the other day that Hilo Point was more desirable than Kumuhahi Point.

Mr. STEVENS. As a matter of fact, that is very high land in here; these mountains show for about 50 miles.

Mr. MANN. Of course, there are not very many vessels that come up here.

Mr. STEVENS. Although it is rainy, you do not have fogs.

Commander HELM. I do not know of anything that is especially dangerous around there. If you are going to build up the Light-House Establishment, they have not any tender out there yet, and I doubt whether they have had any chance to look out for those things, exactly.

Mr. MANN. Is there any reason why, when that tender gets out there, you should not take over all those lights maintained by the interisland traffic and maintain them?

Commander HELM. When they are for the benefit of the public we should do it.

Mr. MANN. There are only one or two interisland companies out there, I suppose, but it is simply for the benefit of the public.

Commander HELM. Yes, sir; I do not think there is any doubt about that; we should do it.

Mr. MANN. I thought you had been gradually taking them over; when you get that tender out there, why should this be done gradually? Why should it not be done at once? You report in your annual report that you are doing it gradually.

Commander HELM. I did not write that; I do not know why they did. There is no reason, there are so many of them, but as soon as an inspector gets around to it he could take over all the lights that he wants.

Mr. MANN. You say: "There are 18 private lights maintained in Hawaiian waters. The policy of taking over these lights from time to time as funds are available will be continued." When you get that tender out there, is there any reason why you should not do it?

Commander HELM. No; the only reason we do not do it is because they have not got around to it; they could do it right away, as far as I can see.

DEPARTMENT OF COMMERCE AND LABOR,

OFFICE OF THE SECRETARY,

Washington, January 3, 1908.

SIR: Referring to your letter dated December 20, 1907, inclosing a copy of H. R. 6147, "For the establishment of a light-house on the island of Kauai, Territory of Hawaii," and asking that the committee be furnished with such

suggestions as may be deemed proper touching the merits of the bill and the propriety of its passage, this Department has the honor to submit the following information:

The Light-House Board, to whom the matter was referred, states that it is now believed that the location of this light at or near Kilauea Point, on the north coast of Kauai, would be more desirable than at Mana Point, on the west coast (as originally proposed), as not only benefiting trans-Pacific commerce, but interisland navigation as well. A first-order light at Kilauea Point would be all that would be required on Kauai Island other than the establishment of such beacon lights of the island type as may be found necessary for interisland navigation.

But it is respectfully recommended that the bill be so worded as to permit the location of the light at Kilauea Point, or such other point on the north shore of Kauai Island, as may be decided upon as the most desirable, after a thorough inspection by the district officers of the various sites proposed.

With these suggestions incorporated in the bill this Department recommends that it be passed.

The proposed light station stands No. 1 in order of importance for new aids to navigation in the Hawaiian Islands.

Respectfully,

OSCAR S. STRAUS,  
*Secretary.*

CHAIRMAN COMMITTEE ON INTERSTATE AND FOREIGN COMMERCE,  
*House of Representatives.*

Mr. MANN. I forgot to ask you about House bill 457, for a light station at Pilar Point, entrance to Half Moon Bay.

Commander HELM. We do not recommend it; we do not think it is necessary.

Mr. MANN. The thirteenth district, light station on Eliza Island, to increase the limit of cost.

Commander HELM. The item there, I think, which is the most important, is the Orford Reef light vessel. I do not know anything pressing about Eliza Island; it comes second in the new work proposed out there.

Mr. MANN. Cape Orford?

Commander HELM. That is it.

Mr. MANN. A light-ship?

Commander HELM. Yes, sir; that, in my judgment, is the most important in that group.

Mr. MANN. They have been recommending that for a good many years.

Commander HELM. Yes, sir.

Mr. MANN. As I remember it, they have been recommending that for some time.

Commander HELM. I know it has been wanted ever since I can remember.

Mr. MANN. What is the necessity for it?

Commander HELM. It is a turning point on the way up the coast—a very important one—and there is often a very dense fog in there, and the reef extends out a long distance from shore. They have a light back on Cape Orford, but it is too far back for a vessel to make for and turn by.

Mr. MANN. Is not that the place where there has been a contest as whether a light-ship or a light station should be constructed on this island or those shoals? Have you very carefully considered that?

Commander HELM. I had not heard of putting a light out on one of those rocks.

Mr. MANN. There has been such a proposition.

Commander HELM. Somebody proposed a fog horn farther back.

Mr. MANN. I think it has been very strongly urged. I remember I looked up this matter very carefully a year ago, and I was satisfied then that no one knew enough about it to tell what ought to be done, and I do not believe they have made any investigations since.

Commander HELM. I know that ground all right, and I know that a light-ship would be a very great aid to the navigation up there, and it would be more so than anything else you can get for this reason, that it would be anchored out where a vessel coming along the coast could head for it. At the present time they are afraid to go in close to those rocks and find a point of departure. The currents are pretty strong there, all sorts of water and fogs, and I know from my own experience that it is quite difficult to find those rocks without taking many chances of running on them.

Mr. MANN. I think the officers out there did not recommend this light vessel.

Commander HELM. They recommend it here.

Mr. MANN. Their original recommendation was that there should be a light vessel established on one of the islands out there, and they thought that was too expensive to do at that time. Suppose you have them make a reexamination of that subject out there next year, so that we can get a clear statement; we had the report of 1903; last year they made another report, or you people did. I remember Senator Perkins was considerably interested in the project, but the reports did not agree either as to the facts or recommendations.

Commander HELM. All right; I guess you are right about that, as to their recommendations, but as a matter of fact the place should have something.

Mr. MANN. They did not agree as to the facts.

Commander HELM. I mean the necessities of having something there.

Mr. MANN. But they say there ought to be something there.

Commander HELM. All right, sir.

Mr. MANN. But the thing is, just what ought to be there.

Commander HELM. Whether they put a light on a rock or put a light vessel, I will give my own ideas; a light vessel, a little farther off, would be something a vessel could head right for.

Mr. MANN. This is Eliza Island.

Commander HELM. That has been put down there for several years, but it was of second importance; there is no pressing demand for it at the present time, so far as I know.

Mr. MANN. You have had some money for that purpose, have you not?

Commander HELM. No, sir; it is Cape Hinchinbrook that we have some money for. The other item there, Resurrection Bay, the Light-House Board does not favor; I do not think the commerce warrants it, so far as we know.

Mr. MANN. Light-house at Cape Argo, Oregon.

Commander HELM. That is completed.

Mr. MANN. That is all completed, is it not?

Commander HELM. Yes, sir.

Mr. MANN. That is what I thought; that is the reason I had this

bill, for Senator Fulton's benefit. It shows how business is done sometimes. Here is a bill that he has to construct it, Senate bill 433.

(Thereupon, at 11.55 o'clock a. m., the subcommittee took a recess until 2 o'clock p. m.)

COMMITTEE ON INTERSTATE AND FOREIGN COMMERCE,  
HOUSE OF REPRESENTATIVES,  
*Saturday, April 4, 1908.*

The subcommittee on light-houses met at 2 o'clock p. m., Hon. F. W. Stevens in the chair.

There appeared before the subcommittee Lieut. Col. Thomas L. Casey, Corps of Engineers, U. S. Army, engineer secretary, and Commander J. H. Helm, U. S. Navy, naval secretary, of the Light-House Board.

Mr. STEVENS. What is it that you are principally interested in?

Colonel CASEY. Hinchinbrook, Alaska, is what I am principally interested in. We issued proposals for bids for the amount authorized and pledged by Congress for that work, and we only got one bid, and that was in excess of the amount. The bidder stated that if we would omit one of the buildings, he would do it for the amount. That happened to be a very important building, and so we considered that we did not wish to omit it, and as we had not money enough to do it, we concluded that we would stop off all work, and ask Congress for the balance of the amount.

Mr. STEVENS. How much more do you want?

Colonel CASEY. That would be about \$50,000.

Mr. STEVENS. We have given you \$125,000?

Colonel CASEY. One hundred and twenty-five thousand dollars. Now, the reason we wish that is this, that we will issue other proposals immediately, but the possibility is that we will get bids that we can accept. The last time we put it up for bids we only got one bid, and that was not satisfactory, and hence was rejected. The possibility is that we will have to do that work by hired labor.

Mr. STEVENS. By day labor?

Colonel CASEY. By day labor, hired labor; and for that reason we will have to institute a plant for mixing concrete, and we shall have to employ labor in the open market.

Mr. STEVENS. Will not that cost you more under the eight-hour rule?

Colonel CASEY. It will possibly cost more, but we do not know; but it is possibly the only way we can build the light. The reason we ask that additional amount, so that we can get the entire appropriation in cash, is that if we employ this labor and get up there and go to doing the work, we would have to have a continuous supply of funds to pay off this labor every month. We do not want to run the liability of running out between two sessions of Congress. If we did we would have to stop work.

Mr. ESCH. Your working season is limited anyway, is it not?

Colonel CASEY. Yes, sir; it is limited.

Mr. STEVENS. It is not so much limited there, is it?

Colonel CASEY. Yes, sir; it is quite limited.

Mr. STEVENS. You want \$225,000 in all?

Colonel CASEY. No, sir.

Mr. STEVENS. You have got \$175,000, and now you want \$50,000 more? We authorized \$125,000 first, and then \$50,000 in the last bill, a year ago.

Colonel CASEY. How much has been appropriated?

Mr. STEVENS. I do not know.

Colonel CASEY. Only \$75,000 has been appropriated.

Mr. STEVENS. Then you do not want anything very much.

Colonel CASEY. The Appropriations Committee closed down on us and would not give it to us.

Mr. STEVENS. We can not give it to you.

Colonel CASEY. That is the status. There is nothing to it but that.

Mr. ESCH. That is a very important point on the south coast? It is a very necessary point?

Colonel CASEY. It is a very necessary point. It is at the opening to Prince William Sound, the entrance to Valdez, and it is very important.

Commander HELM. The act approved June 26 carried \$125,000. March 7 you appropriated \$50,000 more. The first act authorized a contract to cost not to exceed \$125,000.

Colonel CASEY. One hundred and twenty-five thousand dollars is all we have got, both appropriated and authorized.

Mr. STEVENS. I remember I served on this committee the last two sessions, and the first session we gave \$125,000 and the second session I think we increased it \$50,000.

Colonel CASEY. My impression has been right along that we have had only \$75,000 appropriated, and there was \$50,000 more.

Mr. STEVENS. That may be; but I am speaking of the appropriations. We have authorized \$175,000.

Commander HELM. Only \$125,000, and \$75,000 has been appropriated.

Colonel CASEY. The only solicitude I have is that we may not run out of funds between sessions of Congress, and in that case we would have to discharge all our labor and tie up things, and that would be more expensive to the Government.

Mr. STEVENS. We can not help you in that.

Mr. ESCH. You have not appeared before the Appropriations Committee, have you?

Colonel CASEY. Yes, sir.

Mr. STEVENS. That is all in the thirteenth district in Alaska, so far as you are concerned?

Colonel CASEY. That is all I am interested in.

Mr. STEVENS. Is there anything in the fourteenth district?

Colonel CASEY. Nothing there, I believe.

Commander HELM. No; there is nothing.

Mr. STEVENS. In the fifteenth district there is nothing. I believe there is nothing in the sixteenth.

Colonel CASEY. I have here a full statement of the Elbow of Cross Ledge light station, New Jersey, and I can give you this statement as to just how the work stands.

Mr. STEVENS. Will you put that in the record?

Colonel CASEY. We need \$21,500 more. That really is a matter for the Appropriations Committee, I presume. No, it is not, either.

Mr. ESCH. No; that is for this committee.

Colonel CASEY. We have now a temporary light stuck upon the caisson we have built, and the caisson is complete and filled with concrete, and we have put a temporary light there until we can get the full appropriation so that we can put the regular light there.

Mr. STEVENS. We have given the authorization, apparently. We have given you an authorization of \$75,000.

Colonel CASEY. Seventy-five thousand dollars is all that has been appropriated. That appropriation was dated April 28, 1904. The amount of the appropriation expended by the engineer of the fourth district to April 1, 1908, was \$68,078.38. The amount of the appropriation unexpended April 2, 1908, that was day before yesterday, was \$6,921.62. The amount recommended in my annual report for 1907 for the completion of this station is \$21,500. The total amount available to complete the station, if Congress authorizes the amount recommended, will be \$28,421.62.

Mr. STEVENS. Do we understand from that, now, that you want an authorization from this committee of \$15,000 in addition to the \$75,000 heretofore authorized.

Colonel CASEY. Twenty-one thousand five hundred dollars.

Mr. STEVENS. In addition to the amount heretofore authorized?

Colonel CASEY. Yes, sir.

Mr. STEVENS. Will you put that in the record?

Colonel CASEY. Very well.

The communication referred to is as follows:

DEPARTMENT OF COMMERCE AND LABOR,  
LIGHT-HOUSE ESTABLISHMENT,  
OFFICE OF ENGINEER, FOURTH DISTRICT,  
Wilmington, Del., April 2, 1908.

The LIGHT-HOUSE BOARD,  
Washington, D. C.

SIRs: Referring to the Board's letter of March 31, 1908 (File No. S146), requesting an itemized statement of expenditures to date from the appropriation for Elbow of Cross Ledge Light Station, New Jersey, together with an itemized estimate of the amounts still to be expended in order to complete the station, I have the honor to inclose herewith statements as requested.

I have also the honor to submit the following statement relative to these funds:

*Elbow of Cross Ledge Light Station, New Jersey.*

Appropriation dated April 28, 1904.....	\$75,000.00
Amount of appropriation expended by this office to April 1, 1908....	68,078.38
Amount of appropriation unexpended April 2, 1908.....	6,921.62
Amount recommended in my annual report for 1907 for completion of this station.....	21,500.00
Total amount available to complete station, if Congress authorizes amount recommended.....	28,421.62

Very respectfully,

C. A. F. FLAGLER,  
Major, Corps of Engineers, U. S. Army,  
Engineer Fourth Light-House District.

*Statement of amounts expended to April 1, 1908, for Elbow of Cross Ledge Light Station, New Jersey.*

Survey of site.....	\$159.81
Borings at site.....	1,930.75
Plans for entire structure.....	3,805.00
Advertising metal work for foundation.....	30.80
Metal work for foundation.....	14,535.90

Inspection of metal work for foundation .....	\$1, 745. 22
Transportation of metal work for foundation to site of erection.....	356. 57
Advertising erection of metal work for foundation.....	20. 80
Erection of metal work for foundation.....	43, 267. 17
Inspection of erection of metal work for foundation.....	1, 802. 41
Water tanks for station.....	364. 00
Cradle for temporary light now in operation.....	25. 31
Preparation of memoir, with photographs.....	32. 65
Investigating damage by collision.....	1. 99
Total .....	68, 078. 38

*Itemized estimate of amounts to be expended to complete Elbow of Cross Ledge Light Station, New Jersey.*

For fourth-order lens, pedestal, clock, lamps, and installation of same .....	\$1, 200. 00
For metal work for superstructure.....	10, 000. 00
For erection of superstructure.....	8, 000. 00
For installation of fog signal (in duplicate).....	4, 200. 00
For superintendence and office expenses.....	2, 000. 00
For services of tender, one month.....	2, 000. 00
For miscellaneous and contingencies.....	800. 00
For repairing damage done by collision.....	150. 00
Total .....	28, 350. 00
Balance of appropriation unexpended by this office.....	\$6, 921. 62
Additional appropriation requested.....	21, 500. 00
Total .....	28, 421. 62

The CHAIRMAN. For Joe Flogger shoal you want an additional appropriation of \$75,000. Does that mean an additional authorization, or have we furnished the amount?

Colonel CASEY. The notes I brought up here yesterday showed that.

Mr. STEVENS. Your report says \$35,000 authorized, and your report says that you want \$20,000 more. Do you want \$20,000 in addition to the \$35,000 authorized or the \$75,000 appropriated?

Commander HELM. The report says:

It is now estimated under present conditions that the cost of the structure, due to prevailing high prices and probable changes similar to those at the Elbow of Cross Ledge, will increase the original estimate to about \$20,000 more.

That is, above \$75,000.

Mr. STEVENS. Then it is in the same condition as the Elbow of Cross Ledge?

Commander HELM. Yes, sir.

Mr. STEVENS. Will you not get material and labor and contracts a little cheaper than last year?

Colonel CASEY. I think it is probable we will get them somewhat cheaper, but we do not like to rely upon that much. Of course, whatever we do have left over, if we get things cheaper, will remain to the credit of that work.

Mr. STEVENS. Of course, we do not like to authorize more than is necessary. It imperils the bill and takes something from somebody else who wants it.

Commander HELM. Elbow of Cross Ledge is more important than Joe Flogger shoal. If it becomes a question of the relative importance of the two things, Joe Flogger shoal is of considerably less importance.

Mr. STEVENS. You have started on the work at Elbow of Cross Ledge?



Colonel CASEY. Yes, sir.

Mr. STEVENS. You have not done anything more than start borings at the Joe Flogger shoal?

Colonel CASEY. Not much more than that. I understand from the engineer that he has not done much more than get ready. There are three points we have passed over in the previous proceedings that I would like to revert to. If this committee can allow me \$5,000 more on the Ragged Point light for Chesapeake Bay, I should like that. It is in the fifth district. We had an appropriation of \$30,000. The bids all exceeded that amount.

Mr. ESCH. When were those bids let?

Colonel CASEY. About three or four months ago. We put out specifications for bids and they all exceeded the \$30,000, and some of that money has been used up in administration and so on, so that there is not the full \$30,000 available now. I think if we can put \$5,000 more onto that appropriation we can build that light. I asked for \$15,000; that was the recommendation of the district engineer, but I think we can do it if we have \$5,000; and that is a reasonable amount, it seems to me, to give us.

The same argument applies to that wharf down at the foot of O street; if we can have \$5,000 more on that to make up for what has been expended in the way of office administration, and also \$5,000 for that tender for the engineer in the sixth district, we want that.

Mr. STEVENS. What is the trouble with the tender in the sixth district?

Colonel CASEY. There was \$25,000 appropriated, and it was the idea of the district engineer of the sixth district that that \$25,000 would be clear; that the expenses for drafting would not have to come out of it; that that would all be done in the office of the Light-House Board. It appears he will have to pay out of the fund the expense of drafting, and that reduces the amount materially. That will reduce it between one and two thousand dollars.

Commander HELM. You have not given the \$25,000 yet.

Mr. STEVENS. Is that an important light?

Colonel CASEY. It is one of the screw-pile lights. Yes, it is quite an important light.

Commander HELM. Ragged Point is put down as of second importance in that district.

Mr. STEVENS. Which is the most important one?

Commander HELM. The light vessel off Cape Henry.

Mr. STEVENS. The middle ground you do not consider necessary now, then?

Commander HELM. The middle ground soon will be. It was not put down in that list as such because there is a dredged channel being dug through that, but it will be when that is finished.

Colonel CASEY. That is all that I would like to see done; \$5,000 more on the Ragged Point light, \$5,000 for the wharf at O street, and \$5,000 for the tender of the engineer of the Sixth district.

Mr. STEVENS. Have you anything further on any of these different districts?

Colonel CASEY. I have nothing.

Mr. STEVENS. Have you, captain.

Commander HELM. No, sir.

Mr. STEVENS. We have here Senate bill 713 (H. R. 15122), providing for the construction of additional light-house districts, not exceeding nineteen in number. I notice here a letter addressed to the chairman of the committee from the Secretary.

Colonel CASEY. That is a very desirable measure.

Mr. ESCH. That would be a readjustment of existing districts, would it not?

Colonel CASEY. Yes, sir. The Thirteenth light-house district now has attached to it the whole Alaska coast and it is almost impossible to do justice to the whole district.

Mr. ESCH. How would you outline the additional districts, and where would you locate them?

Colonel CASEY. One would be the Alaskan district, one the Hawaiian district, and one the Porto Rican district.

Mr. STEVENS. In Alaska you only have a very few light-houses and aids to navigation, have you not?

Colonel CASEY. There are a considerable number of aids to navigation on the Alaskan coast, and a great many in Hawaii.

Mr. STEVENS. Not so very many.

Commander HELM. Alaska has got to be developed, and more must be put there. The British channels between our coast and Alaska are very much better lighted than ours, and they could work from the home base to very much better advantage than at the present time if this district was established there.

Mr. STEVENS. You would have a headquarters at Juneau?

Commander HELM. Yes.

Mr. STEVENS. Or at Sitka, and that would require a depot and administrative officers there?

Commander HELM. Yes.

Mr. STEVENS. You would keep your tender up there anyhow?

Commander HELM. No, sir; it is done from Portland.

Mr. STEVENS. Where is the depot for supplies now?

Commander HELM. Portland.

Mr. STEVENS. Do you have to go down there when you want additional supplies? Do you not have some substation up in Alaska?

Commander HELM. There is no substation up there. There may be a possibility of some supplies being stowed up there.

Mr. STEVENS. Why do you not have, as you have at Honolulu, a sort of a substation?

Colonel CASEY. In order to illustrate the desirability of having a full station in the Hawaiian Islands, for instance, we have now a substation in the twelfth light-house district, and we have had there a young officer, who is not a man of much experience, and we are putting some very important works in the Hawaiian Islands—a light of the first order at Mackapuu and another on Molokai, and we are going to have a number of important lights there, and we ought to have a man older and of more judgment there.

Mr. STEVENS. As I recall, that officer had a half a dozen duties assigned to him. He had charge of ordnance, and fortification work, and engineering, and river and harbor work, and light-house work. You could not change that.

Colonel CASEY. I would suppose if it was a full district there would be a man of more rank put there.

Mr. STEVENS. Your work is only a very subordinate part of his work there. His rank and work would really be assigned by the Engineer Department of the Army?

Colonel CASEY. By the Engineer Department of the Army. But I think if we had a full district a man of more rank would go there.

Mr. STEVENS. I do not think it would make a particle of difference. Certainly you could not ask the Engineer Corps to send a man of very high rank to Alaska.

Colonel CASEY. We expect Congress will increase the corps of engineers shortly. It ought to.

Mr. STEVENS. We had better not expect too much now, Colonel. We have given you an increase in the last two years.

Mr. ESCH. The trouble is there are so many details from your corps.

Mr. STEVENS. You have a detail at San Juan?

Colonel CASEY. No, sir; we have no officer there. We have a civilian assistant there under the third engineer.

Mr. STEVENS. You ought to have an officer there as you have at other places.

Colonel CASEY. We are exceedingly shorthanded of officers in the corps of engineers, and that accounts for the fact that we have to put young and inexperienced officers in a great many places where they ought to have older officers.

Mr. STEVENS. That officer at Honolulu has too much to do.

Colonel CASEY. Too much to do, and he was very young when he went there.

Mr. STEVENS. He has charge of very important fortification work and river and harbor work, in addition to your work?

Colonel CASEY. Yes.

Mr. STEVENS. You get fairly good results out of that Porto Rican work, do you not?

Colonel CASEY. Not as good as we desire. We are putting up a new light there at San Juan.

Mr. STEVENS. That is not a hard piece of work.

Colonel CASEY. Our tender is in a perfectly dilapidated condition, and we are not able to fix it. I think we are in a pretty bad condition.

Mr. STEVENS. What you need is new aids there.

Colonel CASEY. But the tender is needed to take him about to different places on the coast and to all the new possessions that we will get in the next ten years.

Mr. STEVENS. He had better wait until we get them. I do think, if you have only a civilian assistant there, something ought to be done about it; and if you have not a suitable tender, something should be done in regard to that. Who has charge of that work at Hinchinbrook?

Colonel CASEY. The engineer officer stationed at Portland.

Mr. STEVENS. You have not any additional engineer up there in charge of it?

Colonel CASEY. No, sir.

Mr. STEVENS. He is obliged to work through civilian employees?

Colonel CASEY. Yes, sir. Well, it is a very long trip. They can not get around in that district and do it justice.

Commander HELM. It seems, if it is allowed, that Honolulu and Porto Rico could be made independent districts with very little additional expense, if any; and why they should, from an administrative standpoint, be under officers at San Francisco and New York, respectively, I do not understand. It just complicates things and makes it hard for those officers to do their work properly, and brings in an intermediate set of officers between those officers and the Light-House Board.

Mr. STEVENS. Supposing we gave you one additional district, where would it go?

Mr. ESCH. Which territory is most lacking and has most need for the district organization?

Mr. STEVENS. You have an engineer and a naval officer at Honolulu so that that would not make much difference there?

Commander HELM. That would simplify matters.

Mr. STEVENS. Yes.

Commander HELM. And at San Juan we have a naval officer and no engineer officer. We should have an engineer officer as soon as we get a tug down there, but we have been able to do very little. Now, we are prepared with tenders in those two districts, and if they were made separate and had their own organizations, it would simplify and help matters with very little expense.

Mr. STEVENS. It would help matters somewhat, but you have not many aids to navigation there, have you?

Commander HELM. I have a list of them here. We have at San Juan one light and two range lights. After the arrival of the tender there probably should be numerous buoys put down there.

Mr. STEVENS. What difference in the administrative force would be necessary for the administration of the new district of Porto Rico?

Commander HELM. I do not think that there would be any. They have the office force, so far as the inspectors are concerned, and the engineer, if it was given to an army engineer, might require something more, and unless we get the appropriation to build we would have to have something more, because they have only been repairing.

Mr. STEVENS. If the new station was made there the civilian engineer would be retained and an army engineer would be added; is that right, Colonel?

Colonel CASEY. I do not know what we would do in regard to that. An army engineer would be put there if we had him.

Commander HELM. We do have in a district like that a first and second engineer, and it may be necessary to retain the establishment we have there, notwithstanding it would be a separate district. The seventh and eighth districts are combined, the New Orleans district and the Key West district, and one engineer has to do the duty for both.

Colonel CASEY. The district running from the eastern coast on the southern tip of Florida to Brownsville, Tex., is in command of one officer.

Mr. STEVENS. He can not do the work.

Colonel CASEY. He can not do it properly.

Mr. STEVENS. How is it on the rivers, the Mississippi and the Ohio?

Commander HELM. So far as the rivers are concerned, the engineer does not do anything more than make a map and report. He has

post lights which are maintained by the boat as it goes along. The inspector goes along and builds them and maintains and does everything connected with them.

Mr. STEVENS. So that in Porto Rico there would not be any great increase of expense?

Commander HELM. No, sir; nor in Hawaii. It would just simplify the management and make separate districts; and if the engineer had to do both, he would be assigned to the twelfth and thirteenth districts, the same as one engineer was assigned to the first and second districts, and one engineer was assigned to the seventh and eighth districts; that is, it looks so. I might be mistaken about that.

Mr. STEVENS. And in Hawaii the engineers would be employed in other work where they are, anyway?

Commander HELM. In all our districts, or nearly all of them, the engineers have to do all sorts of work. They do War Department work as well as light-house work.

Mr. STEVENS. In Alaska that would not be the case?

Commander HELM. In Alaska we will have to make preparations and build up the administrative part of the district.

Mr. STEVENS. That would have to be entirely new—another naval officer and an engineer officer, and everything from the ground up?

Commander HELM. Yes.

Mr. STEVENS. It has got to be done some day.

Commander HELM. Yes; it is just a question of when you wish to do it. It will have to be done that way when it is done.

Mr. ESCH. In regard to the Alaskan regions, are there any aids to navigation on the Yukon?

Commander HELM. No, sir; we have a light at St. Michael, and we did have another light at the mouth of the Yukon, but it is a very unimportant affair. They have been asking for a good light at St. Michael, but we can not handle it at all, and we do not think it is essential. We have a beacon light there.

Mr. STEVENS. H. R. 6177 relates to the erection of a memorial light-house to the late Matthew Fontaine Maury. Has that come before your Department?

Colonel CASEY. Only incidentally.

Commander HELM. It is a new policy, and we do not know that it has ever been done, and we do not know that it is a good idea, the mixing up of light-houses and monuments together.

Mr. STEVENS. Have you ever heard of foreign governments erecting light-houses as memorials in foreign waters?

Commander HELM. I do not know of any such instance.

Mr. STEVENS. Have you ever heard of any government erecting a light-house as a memorial in foreign waters?

Colonel CASEY. I never did, sir. We had a proposition to put up a memorial light-house of that kind in the Ohio River a short time ago.

Mr. STEVENS. Where was that?

Colonel CASEY. I think it was at the birthplace of General Grant.

Mr. ADAMSON. Do you know of any reason which would prevent any and all sentimentalists from getting together and slinging in their money to erect a memorial and paying for it?

Colonel CASEY. No, sir.

Mr. ESCH. France gave us the light-house in the harbor of New York, the Goddess of Liberty.

Commander HELM. Yes; I thought you would mention that. I have not looked into this. There may be a lot of these things around that I do not know anything about. I certainly have not heard of any such thing before.

Mr. STEVENS. We have here also H. R. 386, which is a bill to retire on full pay certain disabled persons from the United States Light-House Service. This reads:

That from and after the passage of this act all persons who, from injuries received or diseases contracted while in the United States service during the late civil war, lost an arm at the shoulder joint or a leg at the hip joint, and who have since served in the United States Light-House Service not less than thirty years, shall be retired on full pay for life.

That only applies to a very few persons, I presume?

Commander HELM. The Light-House department did not originate that bill.

Mr. STEVENS. And you do not approve of it?

Commander HELM. No, sir; we do not.

Mr. STEVENS. Do you know to how many it applies?

Commander HELM. I do not know but one, and I am not sure as to him, but I think so. I could make a case on one man, but that does not signify anything at all.

Mr. ESCH. I notice it has not the approval of the department.

Mr. STEVENS. No.

Mr. ESCH. The policy of the committee has been rather against it, I should say.

Commander HELM. I think the Light-House Board would like to see the thing done, but it should be made to apply to all people, and it should not be special. Our idea is that if we could help all these light keepers it would be a good thing.

Mr. STEVENS. Next we have here H. R. 17711, a bill to increase the salaries of light-house keepers.

Commander HELM. We would like to have that passed. The law says that the Secretary of Commerce and Labor shall not fix the salaries so that the average shall be above \$600. We would like to have that average raised from \$600 to \$700.

Mr. ESCH. How much of an increase will that entail?

Commander HELM. We tried to get enough appropriation for the salaries of light keepers and wages of light-vessel men, and so on, in order that next year we might increase their wages and salaries 10 per cent. I do not know whether we are going to get it or not. Of course if the money is not appropriated in sufficient sums the Secretary could not raise the pay and make it more than an average of \$600; but this gives him an opportunity to do so, in case the appropriations are made available for that purpose.

Mr. STEVENS. In what way do you fix the salaries of your keepers? Do you have them by grades?

Commander HELM. Yes; we have the different orders of lights, and then, theoretically at least, they are divided into groups corresponding to the difficulties and expenses and the trouble it is to live in these stations. In regard to that, we have at the present time an equalization committee at work trying to arrange the salaries according to those principles. After that is approved by the Secretary that is the basis of the pay table. When a new light is established we

take that and say it ought to have so many keepers, according to the schedule, and we ought to have about so much money, and we ask the Secretary to authorize those men at those salaries, and when he does so the men are appointed to fill those places.

Mr. ESCH. Is that the plan that Captain Orchard advocated?

Commander HELM. Captain Orchard worked on that for some time, but ever since we have been in the service we have been working at one down there, and that gives us a good basis to know, when these applications come in, whether they are about right or not.

Mr. ESCH. Have you any sliding scale or classification in rating?

Commander HELM. We have had it in preparation, and just now it is about ready to submit to the Department. It is a great, big, bulky thing.

Mr. ESCH. These light-house keepers are furnished quarters, are they not?

Commander HELM. We try to furnish them quarters, but there are not sufficient quarters at the stations. We think it is very desirable that they should have quarters, but we have not money enough for all of them.

Mr. ESCH. So that the quarters are in addition to the salaries they receive?

Commander HELM. Yes. Sometimes when we can give them quarters we take that into consideration in the pay for that station.

Mr. ADAMSON. You do not furnish them any part of their subsistence?

Commander HELM. At isolated stations in some places, as, for instance, on light-vessels we give them subsistence in kind.

Mr. ADAMSON. Then you give them a lower salary?

Commander HELM. All those things are taken into consideration in arranging the pay.

Mr. ADAMSON. Is not \$600 salary for people keeping those stations out of all proportion for those keeping stations elsewhere?

Commander HELM. No, sir; it is considered that they are very poorly paid.

Mr. ADAMSON. I asked you if the lowness of their pay was not out of all proportion?

Commander HELM. Yes, sir. Mr. Murray, the Assistant Secretary, made a trip around, and he came back and said, without anything being said on my part, "You have the best service for the least pay of any branch of the Government."

Mr. ADAMSON. People have no trouble to get that much pay for very agreeable work without any danger whatever?

Commander HELM. Yes, sir. Then when people are put in isolated stations and live their lives there, when they get old they are in a pretty bad way. You have to allow for that. They are totally out of the ordinary way of making a living; they get used to that, like a sailor gets used to going to sea, and they do not know anything else.

Mr. ESCH. It is not an extrahazardous employment, like that of the Life-Saving Department?

Commander HELM. No, sir. Sometimes these light-houses are out on exposed places, where the keepers have to do more or less boating to get their supplies. We have one drowned occasionally at some place like the Key West channel. But some of them have a very comfortable place to live.

Mr. STEVENS. We authorized a few years ago that the Board should erect 30 dwellings.

Commander HELM. Yes, sir.

Mr. STEVENS. How many have you provided?

Colonel CASEY. Seventy-five thousand dollars has been appropriated, and we are building 15 dwellings.

Mr. STEVENS. Then you have authority to erect 15 more, if you can get the money?

Colonel CASEY. Yes, sir; and we have subtracted 15 from the 30 and multiplied that by \$6,500, which is the limit of the authorization.

Mr. STEVENS. So that gradually you are taking care of many of the places where it is necessary?

Commander HELM. The times have changed, so that it is necessary to have them, and we are getting them as fast as we can.

Mr. STEVENS. So that this bill will help some as to the salary deficiency in that way?

Commander HELM. Yes, sir.

Mr. STEVENS. If a bill like this should pass, would it help the salaries of those who are in the higher grades, in the first-class lights, or those who are in the lower grades, in third or fourth class places?

Commander HELM. We would try to make it help them, and increase right along the line. I might state that where the limit for the average is fixed now at \$600, we do not pay up to that limit. On the average we only pay now about \$571.

Mr. STEVENS. Does the Appropriations Committee give you a limit of \$600?

Commander HELM. The Appropriations Committee gives us so much money, and we have to pay so much money. If we had more money we could not exceed that limit of \$600 for the average, and if the appropriation was more liberal we could not pay more until we get that average lifted up so as to give us a chance to pay more money. Although we are paying \$571 as an average, we are trying at the present time to go over all this service and see, here and there, where somebody seems to receive a lower pay than his neighbor who is doing similar work and lift him up.

Mr. STEVENS. This would do you no good unless the Appropriations Committee also granted it?

Commander HELM. No, sir; not until we get the money. Whether we are going to get the money this year or not, I am unable to state.

Colonel CASEY. That is the case with regard to the authorizations for those new districts. If we simply get the authorization, that is all we need there. We should not organize in one of these districts unless we found it necessary to do so, but it would be putting the judgment in the case into our hands, and simply giving us the power to do it if we had the money to do it and wished to.

Mr. STEVENS. When authority is given like that, is there not pressure, both from the localities themselves and the representatives of this organization, to have a little authority and position?

Colonel CASEY. No, sir; on the contrary, the creation of a district in Alaska would be bitterly fought by the Senators of the thirteenth district.

Mr. STEVENS. What would they have to do with it?



Colonel CASEY. Because everything is purchased now in that district for the Alaska district. It would not be so if this new district were created.

Mr. STEVENS. Where would the supplies come from?

Colonel CASEY. They would come direct from Sitka and Skagway.

Mr. STEVENS. They would have to come from somewhere else to get there.

Colonel CASEY. They would come from San Francisco and elsewhere instead of from Portland.

Mr. STEVENS. So that the San Francisco people would favor this and the Portland people would not favor it?

Colonel CASEY. They would not come, necessarily, from the thirteenth district; they could go there from anywhere.

Mr. STEVENS. But it would not make much difference to a district like Portland to have part of their district taken away?

Colonel CASEY. They seem to think so.

Commander HELM. It seems to me that there is probably a good deal of sentiment about that point. I was surprised when I found there seemed to be so much interest taken about these light-house districts. There has been a good deal of talk about dividing the Lake districts up, and I can not see but what it is more a matter of sentiment than of business, so far as I have been able to find out individually.

Mr. STEVENS. You do not think it would be of any advantage to have another district on the Lakes? You have two there now.

Commander HELM. Three.

Mr. STEVENS. Ontario, Erie, and Huron?

Commander HELM. The ninth district, which takes the whole of Lake Michigan; the tenth district, which takes from Detroit to the eastward, and the eleventh, which takes from the junction of the tenth, by Detroit, around through the St. Marys River and Lake Superior.

Mr. STEVENS. You do not think it would help any to have an additional district on Lake Superior?

Commander HELM. I did not exactly say that. I say if we are going to have additional districts, there are other places where they are more important at the present time. The Light-House Board want to get these outlying islands and Alaska, because of their distance, and because they need a separate administration, as we think.

Mr. STEVENS. If you had another district at Duluth, you would have another engineer there, and there is a naval officer there, and it would require additional expense of administration, and you do not think that would be commensurate with the benefit to be derived. Is that it?

Commander HELM. I do not think so, in view of these more important places.

Mr. STEVENS. That is what we want to get at.

Commander HELM. The Light-House Board would not recommend that until they got some other districts elsewhere. We think there are others that are more pressingly needed, for which we ask first, certainly.

Colonel CASEY. We have not had any pressure brought to bear on us to make a separate district of either Hawaii or Porto Rico. We

have not heard anything about it in the office. We have had no pressure of any kind, so far as I know.

Mr. ESCH. Then it is a suggestion that rose entirely in the office.

Colonel CASEY. Entirely with us.

Commander HELM. In the Light-House Board.

Mr. ESCH. How difficult you have found it to get men in the last three or four years as light-house keepers? Was it difficult?

Commander HELM. Have we had much difficulty?

Mr. ESCH. Yes; at a salary of \$600.

Commander HELM. On the Lakes, the tenth and eleventh districts, we had about 18 vacancies that could not be filled this last summer. I think that it is not a question exactly of filling a vacancy so much as it is of filling it with the kind of a man you want in that position. and we have had a great deal of trouble lately in getting the kind of people we desired.

Mr. STEVENS. If you get a good man can you keep him?

Commander HELM. Heretofore the light-keepers have grown old in their stations, but I think here of late the tendency of the younger men is rather the other way

Mr. STEVENS. If you get a good man you can so equalize his pay as to keep him; you do not lose good men, do you?

Commander HELM. They stay in the service as long as you want them to stay. Of course they are sent from one station to another. and it is the desire of the Light-House Board to get good men and keep them.

Mr. ESCH. You have some method of promotion; is it under the civil service?

Commander HELM. Under the civil service.

Mr. ESCH. On a second-order light you have three men—the chief and a first and second assistant?

Commander HELM. Yes.

Mr. ESCH. They have a different rating as to salary?

Commander HELM. Yes.

Mr. ESCH. Do you have a time limit before a man can be promoted into another grade?

Commander HELM. No, sir; if there is another light established off in the same district, it would be the proper thing to take the first assistant and promote him to this other place and put a new man in at the bottom. The civil service provides for all that, and we try to do it, and do do it, as a matter of fact. There is very little interference with us.

Mr. STEVENS. With the large number of men now out of employment there ought to be no difficulty, until a change comes, in getting good men.

Commander HELM. Of course I am not prepared to enlighten the committee on the general problem. I suppose in the last few months that is true; I judge so from what I see in the papers; but how long it is going to last or what the effect will be I do not know. We are having this trouble and it will be likely to increase.

Mr. ESCH. On the Great Lakes you close your light-houses for four months in the year, do you not?

Commander HELM. Not for four months, but until navigation opens. This year there has not been much closing about it. A few of them keep open all the time, but, as a rule, you are right about that.

Mr. ESCH. My point is this: Do you pay those light-house keepers, then, at the same rate that you pay them on the coast, where the light-houses are open all the time?

Commander HELM. No, sir; we pay them according to this table. They are arranged according to the duties they perform. A man's pay is arranged according to what he does, whether he is on the Lakes or on the coast in Florida, and whether he is in an agreeable place or in a place where he has a hard time.

Mr. STEVENS. Is there any place where there is suffering because the salaries of the men are too low—that is, on the Lakes or in New England or on the coast is there suffering because of the lack of men because the salaries are too low?

Commander HELM. Yes, sir; we think we are feeling that.

Mr. STEVENS. In one part of the country more than another?

Commander HELM. Just at the present time I think we have felt it on the Lakes as much as anywhere else. I imagine that is so on the Pacific coast, too; that might probably come second. Wages have been very high out there.

Mr. STEVENS. Do you have difficulty in getting good men on the Pacific coast on new light-houses?

Commander HELM. Yes, sir; the applicants are not numerous.

Mr. STEVENS. It takes rather a high standard of intelligence for a good keeper?

Commander HELM. Yes, sir; at any rate, there are districts where there is nobody on the eligible list for keepers, which indicates that the applicants are not numerous, like they used to be. That is, of course, generally speaking, considering the last three or four months. What the future is going to be of course I can not say.

Mr. ESCH. There is no objection to one of these light-house keepers during a closed season engaging in other employment?

Commander HELM. No, sir; in some cases if they can get employment I guess they do.

Mr. ESCH. There is no legal objection to that?

Commander HELM. Not that I know of.

Mr. ESCH. Of course a man has got to hold himself subject to call at any time?

Commander HELM. Yes; and we try to keep these keepers free from all entanglements, and we want them to have no other irons in the fire, if we can help it, but to give their whole time to looking after the lights, and I think that is practically the rule.

Mr. STEVENS. I have here also H. R. 4792, a bill authorizing the retirement of light-house keepers and the payment to them of a pension. I notice that the Department does not approve the scheme.

Commander HELM. If there is a general scheme for pensioning anybody in the civil service, we think that the people in the light-house service are very deserving. The Secretary of Commerce and Labor is in favor of the payment of some sort to the families of light-house keepers who lose their lives in the service or to light-house keepers who become injured in the service.

Mr. ESCH. Is that something similar to the provision for the Life-Saving Service?

Commander HELM. I did not know that they were paid anything. There was a bill we sent in. I did not know that the Life-Saving Service had anything.

Mr. STEVENS. Yes, and they have had for the last twenty-odd years.

Commander HELM. We think, in view of the fact that these men devote their lives to this service and get out of the way of making their own living at anything else, it would be a good idea if they all had pensions for old age, and we think also that there should be something given to the families of these men in case of sudden death.

Mr. STEVENS. Have you had any disasters, any instances of men losing their lives or becoming injured by reason of the work in the service?

Commander HELM. Yes, sir. I forget the name of the man, but there was one case where some mechanics were working on a light-house, and the light-house keeper took them to shore in his little boat, which was a very proper thing to do, and coming back he got caught in one of these squalls and lost his life. This was near Stonington.

Mr. STEVENS. Long Island?

Commander HELM. Yes; near Stonington breakwater.

Mr. ESCH. You have a maximum and minimum age for entrance to the service, have you not?

Commander HELM. We did have, but I am not entirely sure that that is according to the civil-service rules. That has been under discussion lately, and I am not sure we were within our legal rights; but we keep the age limit for entrance down so that the Government may get a good length of service out of these men. On examination for entrance a man is marked taking his age into consideration, and a younger man has that advantage over an older man.

Mr. ESCH. This bill of Mr. Thomas provides for retirement on reaching the age of 60 years. It would be very material, then, at what age a man entered the Service.

Commander HELM. We had that age at 40 years, and the Department questioned that, and I am not sure we are within the civil-service rules in doing that, and the last policy we had was to waive that order and trust to the scale of records to keep them from entering too old. Another thing, men discharged from the Army or Navy can get in without regard to the age limit.

Mr. STEVENS. What do you do with your old men; do you discharge them?

Commander HELM. Discharge them?

Mr. STEVENS. Yes; or do you put them in some less difficult place, where the duties are less onerous?

Commander HELM. We try to hold on to them as long as they can do their duty, or we put them in a less important place; but of course the sympathy of the Light-House Board is with them, and we are hard pressed to get men to do the work. We do not like to discharge them. Sometimes they resign of themselves and sometimes, I suppose, we have to discharge them.

Mr. STEVENS. Do you discharge many on account of age and decrepitude?

Commander HELM. No, sir; not many. As a matter of fact, there are some cases where a man gets pretty old and his family take hold and make up for him, without putting it on record. That is, some one of the family takes hold and does the work for him, or that part of it which he can not do. But it would relieve the Light-House Board very materially from those difficulties if those men and women—for we have women as light keepers, you know, also—could

have some sort of pensions so that they could be relieved after a certain time, or, I should say, after a certain age.

Mr. STEVENS. Of course, a civil pension list is not very acceptable right now.

Commander HELM. We think the peculiarities of their calling make them a little different from other people.

Mr. STEVENS. The bill H. R. 20165, introduced by Mr. Mann, is a bill to reimburse various persons for damages and losses as recommended by the Light-House Board. I notice there are quite a number of items described in your report for 1907, pages 7 to 13. In the first item, in addition to the statement contained in the report of the Board, I would like to know where that accident occurred.

Commander HELM. It was somewhere on the coast of Maine. The tender *Lilac* is stationed in the first district.

Mr. STEVENS. What time of the year was it?

Commander HELM. I have not got that.

Mr. STEVENS. We ought to know where it occurred and the time of day and the time of year and the course that was being steered, and all those details.

Commander HELM. I will take a memorandum of what you wish and send it to you in writing.

Mr. STEVENS. Some of these details are stated, but those matters all ought to be stated, and are required to be stated by the Committee on Claims. We want the place where the accident occurred, the time of the year, the month, and the day, whether by day or night, the course of the light-house vessel and the course of the vessel that was injured, the injury to the light-house vessel, if any, and what the Light-House Establishment has done toward repairing or reimbursement.

Mr. ESCH. All of these items seem to assume negligence on the part of the light-house boat.

Mr. STEVENS. We should know what, if anything, was done by either vessel to avert the accident. That is shown here in some cases and in some cases it is not shown.

Commander HELM. These are old cases, most of them, and I can not tell you personally, but in a case of that kind the Light-House Establishment would take the matter up with their own people and use disciplinary measures; but of course that would not relieve the Government of the responsibility on the claim for reimbursement.

Mr. ESCH. Here is the property list of the light-house keepers. Probably fuller information ought to be given than is given in the annual report.

Mr. STEVENS. As I recall, the War Department asked for some reimbursement for the officers of the Army who lost their effects in one of those heavy storms. Do you remember about that?

Commander HELM. I do not remember the particular case, but in the Navy they ask for reimbursement occasionally when a vessel sinks and the officers and men lose their effects through no fault of their own. It was so in the San Francisco earthquake.

Mr. ESCH. There is an omnibus bill to reimburse those officers who lost their clothing and effects by the sinking of the *Morgan City* in the Sea of Japan. One of those claims has been reported out, that of Maj. Lawson M. Fuller, of the ordnance corps. Then we have had

claims, I think, where the supplies and so on were destroyed by reason of the plague, and things of that kind.

Commander HELM. I think those were always considered.

Mr. STEVENS. There is nothing here to show that the man had any merit outside of losing his goods. If there is anything to show that he sacrificed his own effects to help preserve the Government property or to help preserve life, or anything of that kind, that ought to be shown. In all those cases, including the cases of Quinn and Long and the other various light keepers in the eighth light-house district for property losses sustained by them at their respective light stations during the hurricane of October 1, 1893, and of these other people, Claiborne and Poitevin and Bowen, those things should be stated. All of these losses occurred on account of hurricanes and storms. There should be shown, in addition to the loss, that the man was a good man and a good employee, with a good record, that at the time he was attending to his business, and while attending to his business that he preferably sacrificed his own property to perform his duty or to save the property of the Government. Anything along that line ought to be shown. Then here is the item to reimburse the officers and crew of the light-house tender *Manzanita*.

Commander HELM. Although it is only hearsay to me, the Government has just recently recovered damages from the people that sunk the *Manzanita*, and of course we were not to blame or we would not have gotten those damages. We got those damages through the court. The crew stood by the boat and worked until the boat went down, and then they just managed to scramble off, and everything they had on board went down with her. I think everybody on board will testify to that.

Mr. STEVENS. That case has been decided, you say?

Commander HELM. Yes, sir; that was a case in the lower court. We recovered damages.

Mr. STEVENS. But that would not include any individual losses of the men. What was recovered there would go to the Government.

Commander HELM. No, sir; that will be turned in to the Government, and we will never see that in the Light-House Board.

The CHAIRMAN. And there have been no individual recoveries by the men for their losses, only this recovery by the Government?

Commander HELM. The men recovered nothing on that.

Mr. STEVENS. The men would have a right to recover against the injuring party, would they not?

Commander HELM. I do not know.

Mr. STEVENS. It would not be practicable, of course?

Commander HELM. It would be impossible for a sailor man to go out there and get anything for the loss of his clothes in that way. The men do not know anything about it. The boat went down and they look to the Government, and that is all there is to it.

Mr. STEVENS. Will you give us a memorandum of how much was lost, and what was the result of that case, and how much was allowed by the decree in admiralty?

Commander HELM. Very well.

Mr. ESCH. The annual report gives the names of the individuals and the amount of the personal loss of each. That is on page 1213 of the report.

Mr. STEVENS. Will you submit a statement in the *Manzanita* case showing the facts of the accident, where and how it occurred, and what was done?

Commander HELM. Yes, sir.

At 3.30 o'clock p. m. the subcommittee adjourned.

DEPARTMENT OF COMMERCE AND LABOR, LIGHT-HOUSE BOARD,  
Washington, April 9, 1908.

HON. JAMES R. MANN, M. C.,  
House of Representatives.

SIR: In compliance with your verbal instructions to the Naval Secretary the Board has the honor to transmit the following information in regard to the cases of reimbursement mentioned in H. R. 20165.

Claims of the South Gardiner Lumber Company for damages inflicted on the schooner *Thomas W. H. White* by the light-house tender *Lilac* in the sum of \$260.02.

In addition to the information contained on pages 7 and 8 of the Board's Annual Report for 1907, the Board states that the accident occurred in Portland Harbor, Me., at 8.30 a. m. on the 6th of June, 1904. The light-house tender *Lilac* was proceeding up Portland Harbor in a flurry of thick vapor, and, due to the clashing of the ice, failed to hear the bell sounded on the schooner *Thomas W. H. White*, which was lying at anchor. The injuries to the schooner *Thomas W. H. White* consisted in breaking seven streaks of side planking and plank sheer and one chain plate. No injury to the *Lilac* was reported. The Light-House Establishment has done nothing toward repairing the injury inasmuch as it has no funds available for such purpose.

The following is an extract from the report of the master of the tender *Lilac*:

"I was using all due caution, steaming ahead slow, two men on the lookout, and sounding whistle at regular intervals; had just been to a full stop and started ahead slow, when the lookout reported a vessel dead ahead. I immediately gave the bells to go back at full speed; the engine responded and headway was nearly stopped, when the vessel was struck abaft of main chains, breaking in six or seven plank."

The accident occurred during a rapid formation of vapor over the broken ice in the vicinity, obscuring the previously fair view and rendering navigation difficult.

The Board renews its recommendation for the reimbursement of the owners of the schooner *Thomas W. H. White*.

The claim of the Burlee Dry Dock Company, of Port Richmond, Staten Island, N. Y., for damages done to its dry dock by the light-house tender *Larkspur* in the sum of \$29.93.

In addition to the information contained on page 8 of the Board's Annual Report for 1907, the Board states the accident occurred at the shipyards of the above-named company at about 11 a. m. on April 2, 1903, while the light-house tender *Larkspur* was testing its main engines.

When this test was first commenced the lines mooring the vessel were taut, but a change of tide slackened them, allowing the engines to drive the vessel into the wharf, breaking the 6 by 11 inch Y piece and otherwise damaging the wharf.

The following is an itemized statement of the damage, to wit:

21 pounds galvanized spikes-----	\$1. 68
300 feet yellow pine-----	12. 00
Five days' services of carpenter, at \$3.25 a day-----	16. 25
Total-----	29. 93

No damage to the light-house tender was reported, and the Light-House Establishment has taken no measures toward repairing the injury to the dock, inasmuch as it has no funds available for the purpose.

As it appears the damage occurred without fault on the part of the Burlee Dry Dock Company, the Board renews its recommendation that the claim be allowed and appropriation in satisfaction thereof be made.

The claim of the owners of the schooner *Bayard Barnes* for damages inflicted by light-vessel No. 71 in the sum of \$12.

In addition to the information contained on page 8 of the Board's Annual Report for 1907, the Board states that the accident occurred near Lambert Point, Norfolk, Va., on Saturday, December 27, 1902. The schooner *Bayard Barnes* was anchored off the coal pier at Lambert Point. Light-vessel No. 71 endeavored to back out of its berth at the coal pier, but owing to the failure of its engines to work properly collided with the *Bayard Barnes*, splitting two planks. This necessitated repairs, consisting of the insertion of a graving piece, in the amount of \$12. No injury to the light-vessel was reported. The Light-House Establishment has taken no measures to repair the injury to the schooner, inasmuch as it has no funds available for this purpose.

The claim of the Warrington Wharf Company, of Warrington, Fla., for damages to its wharf by the light-house tender *Laurel*, in the sum of \$11.40.

The Board has no further information relative to the claim other than is found on page 8 of its annual report for 1907.

The claim of W. M. Quinn for property losses sustained by him while keeper of Cape San Blas (Florida) light station during the hurricane of October 8, 1894, in the sum of \$124.75.

In addition to the information contained on page 8 of the Board's Annual Report for 1907, the Board has the honor to state that the hurricane destroyed the keeper's dwelling, extinguished the light, and destroyed the following household goods of the keeper:

Matting	\$23. 00
1 clock	4. 50
1 bath tub	4. 00
2 rugs	7. 00
Bedding	29. 00
5 chairs	8. 75
3 pairs window shades	6. 00
Clothing, Mrs. Quinn	14. 00
Clothing, children	9. 00
Keeper's clothing	11. 00
Dishes	8. 50
	<hr/>
	124.75

Mr. Quinn's record of efficiency as a light keeper is good, he stayed by his light during the hurricane, and the Board recommends that an appropriation be made to cover his claim, which is deemed both just and reasonable.

Claim of George L. Long for property losses sustained by him while assistant keeper of Cape San Blas (Florida) light station during the hurricane of October 8, 1894, in the sum of \$75.

In addition to the information contained on page 8 of its annual report for 1907, the Board states that Mr. Long has a good record for efficiency, that he stayed by his light during the hurricane, and the Board recommends that an appropriation be made to cover his claim, which is deemed both just and reasonable.

Claim of various light keepers in the eighth light-house district for property losses sustained by them at their respective light stations during the hurricane of October 1, 1893.

On the 29th of January, 1894, the Secretary of the Treasury transmitted to the Speaker of the House of Representatives eight original statements of personal losses sustained by keepers of light stations and other employees of the light-house establishment. On March 7 and April 3 of the same year the Secretary of the Treasury forwarded to the Speaker of the House of Representatives the original statement of personal losses sustained by Hans J. G. Olsen, keeper of Sand Island light station, Alabama, and Charles Johnson, assistant keeper of Sand Island light station.

The total amount of the before-named claims is \$2,641.24, \$37.62 more than the amount called for by H. R. 20165. The Board has no more information than that furnished by the before-mentioned letters and its annual report for 1907.

The claim of Harry C. Claiborne, keeper of Bolivar Point light station, Texas, for losses sustained during the hurricane of September 8, 1900.

In addition to the information contained on page 9 of its Annual Report for 1907, the Board states that Mr. Claiborne's record of efficiency is excellent; that



his services rendered during the hurricane in saving the lives of a large number of people are deserving of consideration. The Board, therefore, recommends that the claim be allowed.

The claim of Gaston R. Poitevin, for losses sustained by him while assistant keeper of the East Pascagoula River (Miss.) light station, in the sum of \$459.20.

In addition to the information contained on pages 9 and 10 of its Annual Report for 1907, the Board has the honor to state that Mr. Poitevin's record for efficiency is excellent. The original sworn statement of loss suffered by him is transmitted herewith for your consideration and such action as may be deemed proper. His claim is deemed just and reasonable, and the Board renews its recommendation that an appropriation be made in settlement thereof.

The claim of the heirs of C. K. Bowen, for property losses sustained by him while light keeper at Half Moon (Texas) light station during the hurricane of September 8, 1900, in the sum of \$450.50.

The Board states that it has no further information than that contained on page 10 of its Annual Report for 1907 and in House Document 103 of the first session of the Fifty-seventh Congress.

The claims of the officers and crew of the light-house tender *Manzanita*, for personal property losses sustained by them on the foundering of that tender on October 6, 1905.

The *Manzanita* was sunk in a collision with the dredge *Columbia*, owned and operated by the port of Portland commission, in tow of the tug *John McCracken*, near Puget Island, Columbia River. The accident occurred at night. The *Manzanita* was proceeding down river while the dredge and the tug were coming upstream. The testimony of the master of the tender was to the effect that upon coming in sight of the dredge her appearance was such as to lead him to believe that she was anchored and at work. While the dredge was lighted up no red or green lights were displayed, nor was there evidence of the tug; that he announced his intention of passing to the starboard by giving two blasts of the whistle, which were unanswered, and he understood that to mean that the dredge was stationary. It was not until too late to avert the collision that he discovered that the dredge was in motion and approaching the *Manzanita* in a diagonal course.

The master of the tug *McCracken* admitted his violation of the following provisions of the pilot rules for the inland waters of the Atlantic and Pacific coast:

"When two or more boats are abreast, the colored lights shall be carried at the outer sides of the bows of the outside boats.

"Barges or canal boats towing alongside a steam vessel shall, if the deck houses or cargo of the barge or canal boat be so high above water as to obscure the side lights of the towing steamer, when being towed on the starboard side of the steamer, carry a green light upon the starboard side; and when towed on the port side of the steamer, a red light on the port side of the barge or canal boat; and if there is more than one barge or canal boat abreast, the colored lights shall be displayed from the outer sides of the outside barges or canal boats."

The port of Portland commission denied responsibility for the collision and suit was brought in the United States courts. On March 14, 1908, a judgment was rendered against the commission in the sum of \$12,670.96 for damages sustained by the *Manzanita*. In the decision of Judge Wolverton in the district court of the United States for the district of Oregon it is stated in substance that the dredge *Columbia*, in tow of the tug *McCracken*, was being navigated at night without displaying required running lights on the tow, and without proper lookouts, and that the signal (steam whistle) made by the *Manzanita* was not answered by the tow or tug, all of which tended to deceive the navigators of the *Manzanita*, and that such neglect and failure were the proximate contributing causes of the accident.

No part of the judgment was for the personal claims of the officers and crew of the tender. They remained on board of the vessel trying to save her until the last moment, the vessel going down while they took to their boats. Their personal losses were therefore occasioned by their efforts to save Government property, and for this reason the Board's recommendation for their reimbursement is most strongly renewed.

The claim of the owners of the towboat *Charles Chamberlain*, for damages to said boat by Heald Bank light-vessel No. 81, in the sum of \$35.

The accident occurred at New Orleans, La., on March 22, 1905. The light vessel was backing against a 5-inch manila hawser, which was laid from the

wharf to the stern of the vessel in order to throw the bow of the light vessel out into the stream when the spring or stern line parted. On account of the high river and swift current the stern of the vessel swung against the bow of the *Chamberlain*, which was moored to the wharf, crushed in 6 feet of live oak stem (11 inches square) and bent the iron cutwater, 1½ inches thick, causing damage in the amount of \$35. No damage to the light-vessel was reported.

The Light-House Establishment has taken no measures toward repairing the damage to the *Chamberlain*, inasmuch as it has no appropriation available for the purpose.

The collision occurred through no fault on the part of the *Chamberlain*, and the Board recommends that the claim be allowed and an appropriation of \$35 in settlement thereof be made.

The claim of the owners of the vessel *Clyde*, for damages inflicted to said vessel by the light-house tender *Oleander*, in the sum of \$79.95.

This accident occurred in the Mississippi River off Caruthersville, Mo., at 7.30 a. m., August 3, 1907. The *Oleander* was proceeding down the Mississippi when, through the breaking down of the steam steering gear, she became unmanageable and was run into the bank, striking the gasoline boat *Clyde*, damaging her to the following extent:

Breaking cylinder timbers, one sprocket wheel and some 8" matched lumber, repairs for which amounted to \$43.95. The owner of the vessel makes claim for six days lost time at \$6 per day, amounting to \$36. The collision made two heavy dents on the port bow of the tender. The Light-House Establishment has taken no measures looking toward repairing the damage done to the *Clyde*, inasmuch as it has no appropriation available for such purpose. The following is from the report of the master of the *Oleander*, relative to the accident:

"The tender was running down a comparatively straight shore above Caruthersville, Mo., and when abreast of town and at the usual distance from shore, at 7.50 a. m., I unexpectedly heard the pilot signal the engineer. Looking ahead, I saw the tender was swinging very rapidly toward the bank. I immediately hurried to the hurricane deck and learned from the pilot that the steering gear was foul and that the tender was backing.

"After the accident we learned the cause to be a nut working off one of the gas-pipe rods controlling the steering gear on forward side of pilot wheel under pilot house."

Respectfully,

J. M. HELM,

Commander U. S. Navy, Naval Secretary.

THE STATE OF MISSISSIPPI,  
Jackson County:

This day personally appeared before the undersigned, clerk of the chancery court in and for said county and State, Gaston R. Peltevin, who, being duly sworn, on oath says: That he is and was on September 27, 1906, assistant light-house keeper at Pascagoula (river light), and as such resided at the light-house at the mouth of East Pascagoula River with his family; that on said date, to wit, September 27, 1906, a storm destroyed the house in which he resided and wrecked the light-house and other Government property there located; that affiant owned and had on that date in his place of abode at the light-house the following personal property and effects, which were entirely lost and destroyed, none of which have been recovered or restored to his possession, and which were of the value set opposite each item, and which value is a fair and conservative figure for the articles named, to wit:

Family clothing and bedding.....	\$100.00
1 oak bedroom set.....	50.00
1 bedstead.....	6.00
1 toilet set.....	3.50
1 wool bed.....	15.00
1 feather bed.....	20.00
2 moss mattresses.....	12.00
8 feather pillows.....	10.00
1 Singer sewing machine.....	47.50
1 walnut center table, marble top.....	15.00
1 parlor lamp.....	5.00
1 folding lounge.....	14.00

6 parlor chairs	\$6.00
1 rocking-chair	4.00
1 large rug	5.00
1 dining table	7.00
6 dining chairs	6.00
1 sideboard	12.00
China and glass ware	10.00
Silverware	20.00
Cooking utensils	5.00
Safe	6.00
5 window shades	2.50
1 large crayon portrait	12.00
3 large crayon portraits, \$3.00 each	11.70
1 hand oil painting, old family relic	15.00
1 pair spyglasses	6.00
1 tool chest and tools	10.00
1 dozen hens, 50 cents each	6.00
50 broilers, 25 cents each	12.50
1 cast net	4.50

GASTON R. PEITEVIN.

Sworn to and subscribed before me this the 18th day of April, A. D. 1907.

[SEAL.]

F. H. LEWIS,

*Chancery Clerk Jackson County, Miss.*

DEPARTMENT OF COMMERCE AND LABOR,  
OFFICE OF THE SECRETARY,  
*Washington, December 27, 1907.*

DEAR SIR: This Department has the honor to acknowledge the receipt of a letter from your committee dated December 20, 1907, inclosing H. R. bill No. 4850, to fix the compensation of light-house keepers and to provide for their retirement on half pay.

In reply this Department states, at the instance of the Light-House Board, that it is not deemed practicable, in the interests of the Light-House Service, to establish a fixed compensation for light-house keepers at \$50 per month and a fixed compensation for assistant light-house keepers at \$40 per month, as provided for in the bill specified, as different rates of pay are necessary according to the location of the light stations and for other reasons.

The Department is of the opinion that a service of ten consecutive years is not a sufficient length of service upon which to establish a system for pensioning light-house keepers.

The Department also does not approve of pensioning light-house keepers unless they are included in a general pension list of all civil employees of the Government.

The Department is therefore unable to approve the passage of H. R. bill No. 4850.

Very truly, yours,

OSCAR S. STRAUS,  
*Secretary.*

CHAIRMAN COMMITTEE ON INTERSTATE AND FOREIGN COMMERCE,  
*House of Representatives.*

UNITED STATES SENATE,  
*Washington, D. C., March 28, 1908.*

MY DEAR MR. MANN: Replying to yours of the 26th instant, in which you say that the subcommittee on bills relating to light-house matters will be glad to hear me on Monday next on S. 4226, I beg to state that as an adverse report was received by the Senate Committee on Commerce upon that bill I do not think it possible to secure favorable action; hence I will not be at the meeting of the subcommittee.

Thanking you for your courtesy in the matter, know me to be,  
Sincerely, yours,

J. H. GALLINGER.

HON. JAMES R. MANN, M. C.,  
*House of Representatives.*

DEPARTMENT OF COMMERCE AND LABOR,  
OFFICE OF THE SECRETARY,  
*Washington, March 20, 1903.*

DEAR SIR: Referring to the committee's letter, dated March 17, 1908, inclosing a copy of H. R. 19358, "to establish a light-house and fog-signal station on Eliza Island, Bellingham Bay, State of Washington," and asking that the committee be furnished with such suggestions as may be deemed proper touching the merits of the bill and the propriety of its passage, I have the honor to submit the following information:

The Light-House Board, to which the matter was referred, states that the commerce of Bellingham Bay is no doubt large enough to justify the installation of all the aids to navigation that can be made practically useful, and a properly located light and fog-signal station might be included.

It is assumed that the light is not required to mark the approach to the wharves and anchorage in front of the city of Bellingham. For that purpose the light would have to be placed on the point south of Fairhaven, close to a group of electric lights and near enough residence quarters to make the fog signal a nuisance. Bellingham Bay offers an unobstructed channel with a width of 3 miles for a distance of 5 miles from the wharves, and the lights of the town should serve as a guide for vessels crossing the bay.

The mouth of Bellingham Bay, however, is obstructed by a group of islands, and there are four navigable channels of entrance. A light and fog-signal station should be placed to serve as a guide through any of these channels as practicable. Most of the islands are high and densely wooded. Thus they offer unfavorable sites and obstruct the distribution of light.

The most suitable site appears to be on the southwest point of Eliza Island, 6 miles from the city of Bellingham. This island is low and flat, and the light should be sufficiently elevated to be visible from all directions.

The fog signal should be a trumpet, operated by an oil engine. To man a station of this character on an outlying island two keepers would be required, and suitable dwellings for both should be provided. The cost of the buildings and equipment for such a station is estimated at \$30,000.

It appears that the southern extremity of Eliza Island was reserved for the Light-House Establishment by an Executive order dated March 26, 1901, so that the purchase of a site will not be necessary.

The Light-House Board suggests that the words "at a cost not to exceed the sum of thirty thousand dollars" be omitted in lines 6 and 7, and that the words "and that the sum of thirty thousand dollars, or so much thereof as may be necessary, be, and the same is hereby, appropriated therefor, out of any money in the Treasury, not otherwise appropriated," be substituted therefor.

With this clause inserted in the bill, this Department recommends its passage.

Very truly, yours,

OSCAR S. STRAUSS, *Secretary.*

CHAIRMAN COMMITTEE ON INTERSTATE AND FOREIGN COMMERCE,  
*House of Representatives.*

DEPARTMENT OF COMMERCE AND LABOR,  
OFFICE OF THE SECRETARY,  
*Washington, March 12, 1908.*

DEAR SIR: Referring to the committee's letter dated March 7, 1908, inclosing, H. R. 18755 "Authorizing a light station at Sabine Pass, Texas," and asking that the committee be furnished with such suggestions as may be deemed proper touching the merits of the bill and the propriety of its passage, I have the honor to submit the following information:

The Light-House Board, to which the matter was referred, states that the proposed light station has been recommended in its annual reports for the past eight years. The protecting mat of the east jetty extends out from shore about 4 miles, and is now marked at its outer end by a small beacon light, which can only be considered as a temporary aid to navigation. Sabine Pass as a port of entry has grown rapidly, and the Board therefore deems that a permanent light and fog signal should be established on or near the site of the present beacon light, and that it should be similar in character to the one at Brazos Santiago, Tex.

As prices have increased since the original estimate was made, and as the experience gained from the results of the Galveston storm indicates that a greater height of structure is required for safety, it is respectfully suggested that the amount named in the bill be \$50,000 instead of \$40,000.

With this amendment introduced, I recommend that the bill be passed.

Very truly, yours,

OSCAR S. STRAUS, *Secretary.*

CHAIRMAN COMMITTEE ON INTERSTATE AND FOREIGN COMMERCE,

*House of Representatives.*

DEPARTMENT OF COMMERCE AND LABOR,  
LIGHT-HOUSE ESTABLISHMENT,  
*Wilmington, Del., April 2, 1908.*

The LIGHT-HOUSE BOARD,

*Washington, D. C.*

SIRS: Referring to the Board's letter of March 31, 1908 (file No. 8146), requesting an itemized statement of expenditures to date from the appropriation for elbow of Cross Ledge light station, New Jersey, together with an itemized estimate of the amounts still to be expended in order to complete the station, I have the honor to inclose herewith statements as requested.

I have also the honor to submit the following statement relative to these funds:

*Elbow of Cross Ledge light station, New Jersey.*

Appropriation dated April 28, 1904.....	\$75,000.00
Amount of appropriation expended by this office to April 1, 1908.....	68,078.38
Amount of appropriation unexpended April 2, 1908.....	6,921.62
Amount recommended in my annual report for 1907, for completion of this station.....	21,500.00
Total amount available to complete station, if Congress authorizes amount recommended.....	28,421.62

Very respectfully,

C. A. F. FLAGLER,  
*Major, Corps of Engineers, U. S. A.,  
Engineer Fourth Light-House District.*

*Statement of amounts expended to April 1, 1908, for elbow of Cross Ledge light station, New Jersey.*

Survey of site.....	\$159.81
Borings at site.....	1,930.75
Plans for entire structure.....	3,805.00
Advertising metal work for foundation.....	30.80
Metal work for foundation.....	14,535.90
Inspection of metal work for foundation.....	1,745.22
Transportation of metal work for foundation to site of erection.....	356.57
Advertising erection of metal work for foundation.....	20.80
Erection of metal work for foundation.....	43,267.17
Inspection of erection of metal work for foundation.....	1,802.41
Water tanks for station.....	364.00
Cradle for temporary light now in operation.....	25.31
Preparation of memoir, with photographs.....	32.65
Investigating damage by collision.....	1.99
Total.....	68,078.38

*Itemized estimate of amounts to be expended to complete elbow of Cross Ledge light station, New Jersey.*

Fourth-order lens, pedestal, clock, lamps, and installation of same	\$1, 200. 00
Metal work for superstructure	10, 000. 00
Erection of superstructure	8, 000. 00
Installation of fog signal (in duplicate)	4, 200. 00
Superintendence and office expenses	2, 000. 00
Services of tender, one month	2, 000. 00
Miscellaneous and contingencies	800. 00
Repairing damage done by collision	150. 00
Total	28, 350. 00
Balance of appropriation unexpended by this office	6, 921. 62
Additional appropriation requested	21, 500. 00
Total	28, 421. 62

WASHINGTON, D. C., April 8, 1908.

DEAR MR. MANN: Herewith I inclose you letter forwarded to me by the superintendent of steam towing of the Pennsylvania Railway Company, in compliance with my request that I be furnished with a statement of the commerce passing through the Greenville Channel.

I inclose you herewith also the statement for the month of October, 1907, with the request that you insert the same in the hearings on light-houses.

Very truly, yours,

EUGENE W. LEAKE.

HON. JAMES R. MANN,  
*House of Representatives, Washington, D. C.*

THE PENNSYLVANIA RAILROAD COMPANY,  
*New York, April 4, 1908.*

HON. EUGENE W. LEAKE,  
*House of Representatives, Washington, D. C.*

DEAR SIR: Of course the proposed light-house and fog signal would benefit a many times greater number of vessels and tonnage of freight, mail, express goods, and passengers that would not pass through the Greenville Channel.

We have endeavored, as nearly as we could, to make you schedule of the Greenville Channel traffic for one month. If you want it for one year it would be nearly accurate if you multiply it by 12, but there are so many vessels and so much traffic that can not be definitely reached for compilation as to make the channel of much greater importance than the attached figures.

Shall be glad if you will command me for any further information that you may desire.

Yours, truly,

D. C. CHASE,  
*Superintendent Steam Towing.*

*Statement of commerce passing through Greenville Channel for month of October, 1907.*

EAST AND WEST BOUND MOVEMENT OVER GREENVILLE FLOAT BRIDGES.

Name of company.	Floats towed.	Cars transferred on floats.	Tons.
<i>Westbound.</i>			
New York, New Haven, and Hartford R. R.....	721	12,571	64,306
Long Island R. R.....	215	3,185	6,073
Palmer Dock.....	16	247	4,325
B. Campbell's Sons.....	9	60	2,012
Pennsylvania.....	14	8	0
Total.....	1,075	16,071	76,718
<i>Eastbound.</i>			
New York, New Haven and Hartford R. R.....	721	13,811	320,648
Long Island R. R.....	215	3,272	72,899
Palmer Dock.....	16	239	250
B. Campbell's Sons.....	9	68	0
Pennsylvania.....	14	107	1,942
Total.....	1,075	17,497	395,739
Grand total.....	2,150	33,568	472,457

EAST AND WEST BOUND FREIGHT HANDLED BY GREENVILLE PIER.

Name of company.	Tows.	Vessels.	Tons.	Material.	Approximate export.	Local.
<i>Eastbound.</i>						
Pennsylvania.....	231	601	31,616	General merchandise.....	70	<i>Per ct.</i> 30
McAllister Bros.....	186	186	30,448	Strap iron, rails, billets.....	90	10
Hudson Lighterage Co.....	46	46	6,407	Strap iron.....		100
Interstate Lighterage Co.....	17	30	4,198	General merchandise.....	60	40
Merritt & Chapman.....	23	30	3,072	Strap iron, machinery.....	60	40
M. P. Smith Lighterage Co.....	3	6	232	General merchandise.....		100
Waller Lighterage Co.....	1	2	95	.....do.....	100	
J. B. & J. M. Cornell.....	5	10	491	Strap iron.....		100
G. P. Sherwood.....	4	8	442	Stone.....		100
Export Lighterage Co.....	2	4	42	Pipe.....	100	
New England Navigation Co.....	1	1	27	Cotton.....		100
Total.....	519	924	77,070		43.6	56.4
<i>Westbound.</i>						
Pennsylvania.....	26	65	3,454	General merchandise.....		
Merritt & Chapman.....	6	6	159	Machinery.....		
Bartley Bros.....	3	3	259	Scrap iron.....		
Schooner J. Rothwell.....	1	1	753	Stone.....		
Total.....	36	75	4,625			
Grand total.....	555	999	81,695			

Total number of vessels towed through Greenville Channel for October, 3,149.

Total number of tons carried through Greenville Channel for October, 554,152.

A tonnage of 554,152 in one month would mean 6,649,824 tons a year, or about 401,500 cars.

*Tonnage delivered to steam and sailing vessels at Greenville.*

Name of vessel.	Tows.	Material.	Tons.	Destination.
Steamer Navarra.....	4	Flat cars.....	5,619	Panama.
Steamer Santana.....	4	.....do.....	3,407	Do.
Steamer Knudson.....	2	.....do.....	2,682	Do.
Steamer Mae.....	2	Steel.....	349	Jacksonville, Fla.
Total.....	12		11,957	

*Tonnage received from steam and sailing vessels at Greenville.*

Name of vessel.	Tows.	Material.	Tons.	Point of shipment.
Steamer Newlands.....	4	Ore.....	1,775	Spain.
Steamer Mariner.....	2	do.....	3,163	Do.
Schooner H. Kitchener.....	2	Laths.....	200	Domestic.
Schooner E. S. Malcolm.....	2	do.....	99	Do.
Schooner T. A. Lawrence.....	2	Paving blocks.....	237	Maine.
Schooner Jeff Looner.....	2	Laths.....	110	Domestic.
Schooner J. Rothwell.....	2	Paving blocks.....	702	Maine.
Schooner City of Augusta.....	2	do.....	479	Do.
Schooner Albie Bawker.....	2	do.....	344	Do.
Bark Malwa.....	2	Lumber.....	210	Domestic.
Total.....	22	.....	5,619	

The material delivered in cars to the New York, New Haven and Hartford and Long Island railroads includes all classes of freight from coal and raw materials to perishable goods and live stock.

The material received from these roads is mostly manufactured articles and finished products.

The points of shipment and destination embrace cities and towns of every State in this country.

This statement does not show the trips through Greenville Channel of light tugs, which was 96 during this month, for the Pennsylvania Railroad Company alone.

In construction work vast quantities of material are towed through this channel each day of which no mention is made in statement herewith.

This traffic would amount to several tows of many vessels and thousands of tons which can not be accurately estimated.





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